



Coventry City Council

Communities and Neighbourhoods Scrutiny Board (4)

Time and Date

10.00 am on Thursday, 17 December, 2020

Place

This meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser:-

<https://www.youtube.com/watch?v=1cfcoFhZ8v4&feature=youtu.be>

1. **Apologies and Substitutions**
2. **Declarations of Interest**
3. **Minutes** (Pages 3 - 6)
 - a) To agree the Minutes of the meeting held on 5 November, 2020
 - b) Any matters arising
4. **Average Speed Enforcement (ASE) Update** (Pages 7 - 14)
Briefing Note of the Director of Transportation and Highways
5. **Overview of Highway Utility Companies in Coventry** (Pages 15 - 28)
Briefing Note of the Director of Transportation and Highways
6. **Work Programme 2020/21 and Outstanding Issues** (Pages 29 - 32)
Report of the Director of Law and Governance
7. **Any other items of public business which the Chair decides to take as a matter of urgency because of the special circumstances involved**

Julie Newman, Director of Law and Governance, Council House Coventry

Wednesday, 9 December 2020

Note: The person to contact about the agenda and documents for this meeting is Suzanne Bennett Tel: 024 7697 2299 Email: suzanne.bennett@coventry.gov.uk

Membership: Councillors F Abbott, M Ali, R Bailey, L Bigham (Chair), M Heaven, J McNicholas, J Mutton, R Thay, S Walsh

By invitation Councillors P Hetherton and G Lloyd

Suzanne Bennett

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Coventry City Council
Minutes of the Meeting of Communities and Neighbourhoods Scrutiny Board (4)
held at 10.00 am on Thursday, 5 November 2020

Present:

Members: Councillor N Akhtar (Chair)
 Councillor F Abbott
 Councillor R Bailey
 Councillor M Heaven
 Councillor R Thay

Other Members: Councillor P Hetherton (Cabinet Member for City Services)

Employees: V Castree, N Cowper, G Holmes

Apologies: Councillor M Ali

Public Business

6. Declarations of Interest

There were no declarations of interest.

7. Minutes

The Minutes of the meeting held on 17 September, 2020 were agreed and signed as a true record. There were no matters arising.

8. Revision to Domestic Vehicle Footway Crossing Policy 2020

The Scrutiny Board were provided with information about the Cabinet Report on Revision to Domestic Vehicle Footway Crossing Policy 2020.

Officers briefed the Scrutiny Board on the criteria and process for residents to apply for and build a legal vehicle crossing over the pavement to their property. The policy was last revised in 2016 to encourage more residents to apply for lawful crossings. However, some residents continue to drive over pavements not intended to carry vehicles, resulting in damage to pavements, putting pedestrians at risk through damaged pavements and costing the Council many thousands of pounds each year.

To reduce the number of unauthorised crossings and associated damage to pavements, the following principal policy changes were proposed:

- Reduce the depth of private frontage required to meet the policy from 4.5m to 4.0m.
- Make applicants responsible for ensuring a vehicle does not overhang the Highway by applying conditions.
- Strengthen enforcement of overhanging vehicles.

The Scrutiny Board questioned officers and the Cabinet Member and received responses on the following issues including:-

- There were no proposals to change the current enforcement procedure of two stages.
- On average it cost residents about £1500 to install a domestic vehicle footway crossing at their property and it could take about 3 months for the process to be completed.
- If a resident changed car or a new resident moved into the property they would still need to abide by the regulations and not block the footpath
- Adequate on-street parking was assessed by the officer when deciding if a dropped kerb would impact on the supply of on-street parking
- There had not been an issue in areas where there were resident parking schemes, but this would need to be considered in future if the new policy enabled more people to park off-street
- The application process was through the planning portal, whether or not planning permission was required and took 8 weeks. All of the information about applications could be accessed through the Council website.
- Enforcement was based on reports into the Council, and there were not the resources to monitor the whole city pro-actively.
- There are about 25 applications for dropped kerbs processed monthly
- A press release would be prepared on the agreement of the new policy by Cabinet and it was important to see this new policy as a good news story.

RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4):-

1) Support the Recommendations to Cabinet detailed in the report.

2) Recommend that Cabinet:-

- a. Promote the new Domestic Vehicle Footway Crossing Policy through a communications campaign including an article in Citivision**
- b. Consider increasing enforcement activity regarding illegal footway crossings and enforcement of the new Policy**
- c. Consider the impact of the proposed Policy on On-street Parking Controls including residents parking schemes when determining applications for dropped kerbs**

9. Communities and Neighbourhoods Scrutiny Board (4) Work Programme and Outstanding Issues

RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4) note their Work Programme for 2020/21.

10. Any Other Items of Public Business - Councillor N Akhtar

Cllr N Akhtar thanked the Scrutiny Board for their support during his role as Chair.

The Scrutiny Board responded with their thanks for the work Cllr Akhtar had done and congratulated him on his recent appointment as Chair of the Scrutiny Co-ordination Committee.

(Meeting closed at 10.40 am)

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Coventry City Council

Briefing Note

To: Neighbourhoods and Communities Scrutiny Board (4) Date: 17th December 2020

Subject: Average Speed Enforcement (ASE) update

1 Purpose of the Report

- 1.1 Coventry City Council receives many concerns from residents and Members across the city about inappropriate vehicular speed, and this includes a significant number of petitions requesting road safety measures. As the highway authority, we are responsible for setting speed limits on our local roads. West Midlands Police (WMP) are responsible for enforcing speed limits, and we collaborate to optimise speed limit compliance.
- 1.2 In line with our regional partners, Coventry City Council is committed to reducing the number of people killed or seriously injured (KSIs) on our road network by 40% over the next 10-year period (based on the 2015-2017 average).
- 1.3 Over the last 3-year period (30/10/2017 to 29/10/2020), a total of 1560 personal injury collisions occurred on Coventry's roads, and this resulted in 2043 casualties. In-depth analysis has revealed a significant number of personal injury collisions are attributed to inappropriate vehicular speeds.
- 1.4 This report explores the initial impact of the Average Speed Enforcement (ASE) projects in phase 1 of the ASE Programme, comprising London Road and Ansty Road, which have been operational for 23-months. Phase 2 comprising Henley Road and Binley Road were introduced in January 2020 and phase 3 which included London Road extension and Ansty Road extension. London Road extension became operational in April 2020 and Ansty Road will now become operational as part of the phase 4 ASE projects.
- 1.5 The Henley Road and Binley Road ASE have been installed for 11-months. This report presents an update on the available collision data and speed data. As the London Road Extension Scheme has only been installed since April 2020, the data on this scheme is limited. Although this report provides an early indication of the impact of ASE on installed schemes; a full three years' worth of data is required to indicate the long-term impact of the ASE project.
- 1.6 An evaluation of personal injury collisions and available vehicular speeds are considered to determine the impact of ASE on London Road and Ansty Road in the first 23 months of operation. The initial 11 months of data for the Henley Road and Binley Road ASE schemes will also be examined, including a review of the London Road (extension) ASE project. Early

indications of the schemes are very positive, and this includes a significant reduction in KSIs and vehicular speeds. The final section of the report explores forthcoming ASE projects (phase 4) that are currently going through the process for installation this financial year.

2 Information/Background

- 2.1 Speeding continues to be a significant contributory factor in recorded personal injury collisions in Coventry. A total of 1560 personal injury collisions occurred on Coventry's road network over the last 3-year period, this resulted in 2043 casualties, of these casualties 333 people were killed or seriously injured (KSI). (27 fatalities and 306 seriously injured). Further analysis has revealed that a significant proportion of KSI's were attributed to drivers travelling at excessive speeds, careless and aggressive driving.
- 2.2 To assist in achieving a 40% reduction in KSI's over the next 10-year period, Coventry City Council has invested in innovative technology including ASE. We are also working with West Midlands Police with traditional speed enforcement techniques such as Mobile Camera Enforcement and Community Speedwatch.
- 2.3 The ASE cameras 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. A clear signing strategy is used to inform drivers that they are entering an average speed control zone. The criteria for selecting a site is very similar to conventional 'fixed' camera enforcement sites and includes the following criteria:
 - Locations that have previously had fixed safety cameras;
 - Historical evidence of collisions resulting in casualties;
 - Speed surveys which indicate that speeding vehicles are an issue; and
 - Where there is no alternative realistic and appropriate engineering solution that can be installed to reduce collisions and vehicles exceeding the speed limit.
- 2.4 Although the primary purpose of ASE is speed compliance and consequent accident reduction, other benefits include minimising air pollution. ASE encourages vehicles to travel at a constant speed and this reduces the negative environmental effects associated with vehicles accelerating and braking excessively.
- 2.5 Baseline traffic speed and personal injury collision data was collected before and after the installation of the ASE schemes to provide an indication to the changes to driver behaviour. The data contained in this report is for evaluation purposes and not to definitively gauge the ASE project a success or not. The data used is based on the limited data available, and best practice for road safety analysis usually takes into account a minimum three-year period of road traffic injury collisions (RTCs) data. The data is regularly reviewed.

3 Review of Phase 1 ASE Programme – London Road and Ansty Road

Ansty Road ASE Project

- 3.1 Over a 3-year period before the installation of ASE, **Ansty Road experienced 32 injury collisions, including 2 fatalities and 5 serious** personal injury collisions from its junction with Dane Road and Clifford Bridge Road. Further analysis revealed that the vast majority of these collisions were related to 'driver behaviour' and 'driving inappropriately' relating to excessive speeds.
- 3.2 The Ansty Road ASE project became operational in January 2019 to date there has been three personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the

causation factors highlighted that one of the collisions related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity involving a police vehicle. The third collision was related to driver entering Ansty Road from Wyken Croft without due care and attention. All collisions were classified as slight in severity and there were no KSIs since the introduction of ASE.

Initial Personal Injury Collision (PIC) Review (Ansty Road)

3-year PIC 'before' ASE	23 months after ASE installation (Jan 2019 to December 2020)
32 personal injury collisions Fatal: 2 Serious: 5 Slight: 25	Total (3) Fatal: 0 Serious: 0 Slight: 3 (none relating to speed)

- 3.3 Speed data collected before the implementation of the ASE projects reveal that daytime 85th percentile speeds fluctuate between 40mph and 45mph. However, off peak 85th percentile speeds before the installation of the ASE cameras, fluctuated between 45mph and 50mph. The highest recorded 85th percentile recorded off-peak was 64mph.

Initial Speed Data Review

Ansty Road	Speed Limit (mph)	85th percentile speeds before ASE*	85th percentile speeds after ASE*
Eastbound	40	59	34
Westbound	40	57	35

*highest off-peak 85th percentile segment over 7-day survey

- 3.4 As highlighted in the above table, the off peak 85th percentile speed has significantly reduced on Ansty Road after the implementation of the ASE project. Between the period 2 January 2019 and December 2020, a total of 2219 drivers were referred to WMP's central ticketing office (CTO) for prosecution.
- 3.5 Although the Ansty Road ASE project has only been operational for a short time, the above figures are very encouraging. Initial indication from speed and collision data is very positive over the initial 23-month review.

London Road ASE Project (Allard Way to A46)

- 3.6 Over a 3-year period, London Road experienced **22 injury collisions, including 3 fatalities and 6 serious personal injury collisions from its junction with Allard Way to A46.** Further analysis revealed that the vast majority of personal injury collisions were related to 'loss of control' and 'driver behaviour' relating to excessive speeds.
- 3.7 The London Road ASE project became operational in January 2019 to date there has been 7 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions resulted in two serious and five slights. Of the serious collisions, data revealed that the causation factors were not speed related. The first serious collision involved an 'intoxicated' pedestrian that entered the highway without due care and attention. The second serious collision also involved a pedestrian that stepped into the highway environment without due care.

3-year PIC 'before' ASE	23-month after ASE installation (Jan 2019 to December 2020)
22 personal injury collisions	Total (7)
Fatal: 3	Fatal: 0
Serious: 6	Serious: 2
Slight: 13	Slight: 5

Initial Speed Data Review

London Road	Speed Limit (mph)	*85%ile Speed before 'go-live'	85%ile Speed after 'go-live'
Northbound	40	57	35
Southbound	40	59	34

*highest off-peak 85th percentile segment over 7-day survey

- 3.8 As highlighted in the above table, the 85th percentile speed has reduced on London Road after the implementation of the ASE project. Between the period 2 January 2019 and December 2020, a total of 2928 drivers were referred to WMP's central ticketing office (CTO) for prosecution.
- 3.9 Although the London Road ASE project has only been operational for a short time, the above figures are very encouraging. Initial outputs from speed and collision data are very positive over the initial 23-month review.
- 4.0 **Review of Phase 2 ASE Programme – Binley Road and Henley Road**

Binley Road ASE

- 4.1 Over the three year period (1st June 2016 to 31st May 2019), Binley Road (from its junction with A444 Road to its junction with Brinklow Road) has experienced **33 personal injury collisions, resulting in 3 fatalities and 5 serious personal injuries.**
- 4.2 Contributory factors attributed to the accidents included careless, reckless and aggressive driving. The majority of accidents were related to inappropriate speeds. Further analysis revealed that most accidents occurred sporadically along the length of Binley Road, however a number were concentrated at side roads including Brays Lane, Stoke Green, Allard Way and Church Lane. There were a significant number of collisions on Binley Road during the 3-year period that related to vulnerable road users being involved on Binley Road, venerable road users are classed as pedestrians and cyclists.
- 4.3 Since the go-live date (January 2020) 3857 drivers have been referred to WMP’s central ticketing office (CTO) for prosecution.

Initial Personal Injury Collision (PIC) Review – Binley Road

3-year PIC 'before' ASE	11 months after ASE installation (Jan 2019 to December 2020)
33 personal injury collisions Fatal: 3 Serious: 5 Slight: 25	Total (1) Fatal: 0 Serious: 1 Slight: 0 (none relating to speed)

The single personal injury collision was related to a vehicle making an illegal manoeuvre and colliding with another vehicle.

Initial Speed Data Review

Binley Road	Speed Limit (mph)	*85%ile Speed before 'go-live'	85%ile Speed after 'go-live'
Eastbound	30	37	28
Westbound	30	36	27

Henley Road ASE

- 4.4 Henley Road/ Hall Green Lane (from its junction with Woodway Lane to Almond Tree Avenue) has experienced **30 personal injury collisions, resulting in 2 fatal and 10 serious injuries over a three-year period.**
- 4.5 Further analysis reveals that a significant number of collisions occurred at the junction of Henley Road and Roseberry Avenue. The data looks like drivers may be increasing speeds on the approach to get through the signals on green, and not leaving sufficient time to slow down when the lights change. There are also a significant number of pedestrian collisions on Henley Road. This includes 9 collisions, comprising 1 fatality and 5 serious collisions. The majority of collisions on Henley Road are related to excessive and inappropriate vehicular speeds.
- 4.6 Since the go-live date (January 2020) 6031 drivers have been referred to WMP’s central ticketing office (CTO) for prosecution.

Initial Personal Injury Collision (PIC) Review – Henley Road

3-year PIC 'before' ASE	11 months after ASE installation (Jan 2019 to December 2020)
30 personal injury collisions Fatal: 2 Serious: 10 Slight: 18	Total (3) Fatal: 0 Serious: 1 Slight: 2 (none relating to speed)

Further analysis has revealed that one collision related to a domestic incident, and the second collision related to a vehicle striking an ambulance. The serious collision was caused by a vehicle not stopping at the red light signals.

Initial Speed Data Review

Henley Road	Speed Limit (mph)	*85%ile Speed before 'go-live'	85%ile Speed after 'go-live'
Eastbound	30	36	28
Westbound	30	37	27

5.0 Review of Phase 2 ASE Programme – Binley Road and Henley Road

London Road Extension (from Allard Way to City Ring road)

- 5.1 Although the overall accident trend in the city is going down, our analysis of collision data shows that speed is a common factor in injury accidents on London Road between Allard Way and the Ring Road. Over the last three years there have been 22 recorded injury accidents on this section of London Road - with many happening at junctions with side roads.
- 5.2 This scheme became operational in April 2020. Since the go-live date (April 2020) 5217 drivers have been referred to WMP's central ticketing office (CTO) for prosecution.

Initial Speed Data Review

London Road (extension)	Speed Limit (mph) Before speed limit change	*85%ile Speed before 'go-live'	85%ile Speed after 'go-live'
Northbound	40	46	28
Southbound	40	44	27

Ansty Road Extension (including Hinckley Road)

- 5.3 Our continued analysis of data shows that speed is also a common factor in injury collisions on Ansty Road and Hinckley Road between Clifford Bridge Road and Coventry's boundary. Over the last three years there have been 14 recorded injury collisions on this section of Road, with many happening because of excessive speeding. This includes 3 serious and 11 slight personal injury collisions.
- 5.4 Ansty Road extension including Hinckley Road to the boundary will become operational as part of the phase 4 ASE programme in early 2021.

6.0 Phase 4 ASE Programme

- 6.1 In June 2020, Cabinet Member for City Services approved a further four ASE schemes at the following locations, as these locations have the highest number of KSIs based on the latest 3-year collision history rate.
- Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road) and part of Old Church Road
 - Bell Green Road (from its junction with A444 to its junction with Henley Road) and part of Old Church Road
 - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road);
- 6.2 Foleshill Road is currently being examined for the installation of ASE. This location has 47 personal injury collisions over the last 3-year period.

7 Funding Streams – Local Safety Scheme 2020/21

- 7.1 The 2020/21 Local Safety Scheme budget is approximately 300k. As part of this budget allocation, there is funding for the phase 4 ASE schemes as identified.
- 7.2 As part of the West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which will come under the control of the West Midlands Combined Authority Elected Mayor when they take office. This devolved transport grant forms part of the single pot. The devolved transport element of the pot is made up of the following funding streams and paid to the Combined Authority, with a firm commitment for the period until 2021/22:
- Integrated Transport Block (ITB)
 - Highways Maintenance Block (not including PFI)
 - Highways Maintenance Incentive Funding

AUTHOR'S NAME, DIRECTORATE AND TELEPHONE NUMBER

Joel Logue, Civil Engineer (Highways, Traffic and Road Safety)



Coventry City Council

Briefing note

To: Neighbourhoods and Communities Scrutiny Board (4)

Date: 17 December 2020

Subject: Overview of Highway Utility Companies In Coventry

1 / Purpose of the Note

- 1.1 This briefing note provides an overview to explain why street works on the highway are permitted and how they are managed.
- 1.2 Utility companies are responsible for the services that give us gas, electric, water and telecommunications. Whether this is a household supply or for a commercial property or service. When there is an issue with a supply, a new connection required or the refurbishment of an old supply, the responsible supplier (or their contractor) will need to do works that will generally need the adopted highway to be dug up. This has the potential to cause disruption and therefore operators need to apply to work on the highway through a permit and have an agreed method of work.
- 1.3 Utility companies that wish to work on our highway network, require a temporary construction or even a container to be placed on the highway will all require a permit. This includes work done by the authority (internally) and is so we can answer enquires about who is working where and what they are doing. Coventry operates under a permit scheme and permits can also cover activities such as private works under Section 50 of the New Roads and Street Works Act (NRSWA), scaffolding, hoarding or skips.
- 1.4 Under our Permit Scheme, those responsible for road and street works will have to apply for permission before they start the work (apart from emergency work where they have to apply for a permit within 2 hours). Coventry City Council will grant, refuse or modify the application to take into consideration works already in progress and demands on the network. The permit will have a list of specific conditions that the utility companies and their workforce have to adhere to. These may include working hours or the way they control the traffic around the works to minimise disruption to the highway users. The scheme has been developed in accordance with the Department for Transport's Guidance, Coventry operate under the WaSPS (West and Shires Permit Scheme) See Appendix 1.

2 Recommendation

- 2.1 The Communities and Neighbourhoods Scrutiny Board (4) is recommended to:
 1. Consider the impact of the current permit scheme
 2. Consider the impact and the control of utility works on the highway

3 Information/Background

- 3.1 Coventry City Council has been part of the WaSPS permit scheme since 2015. This enables the Council to manage all public highway works whilst reduce the negative impact on our residents. The Coventry Street Works Team approve over five thousand permits a year although this can change depending on whether large programmes of work from utility companies are working in the city. We currently have a large utility company working in Coventry and their programme is to install new fibre internet connections across the whole city. The revenue generated by the permit scheme covers the cost of a Council Officers time.
- 3.2 The permit scheme has strict rules that must be followed, including hours of operation and dates when disruptive work can go ahead. To ensure the works are completed to the agreed standards and timescales, it is possible to allow companies to undertake their works outside of the normal operational time periods such as 09:30-15:30 to avoid peak times, for example, on arterial routes and major key route networks. Early starting times are permissible, however such permits are agreed via a variation which is charged for.
- 3.3 The permits are assessed by Council Officers to ensure the information submitted is accurate and can be undertaken safely. Our primary objective is to ensure the time spent on the network is reasonable considering the works they want to undertake whilst ensuring the working methods are safe and reduce disruption to the network. For example a single residential fibre connection should take a couple of hours so a permit request submitted for 5 days would not be acceptable and this would therefore be challenged.
- 3.4 There has been increased activity on the Highway in Coventry recently, due to many factors. The main factors for the increase is our preparation for the forthcoming City of Culture and the Public Realm works being undertaken for this, also a major programme of works - Fibre to the Premise (FTTP) which is to ensure that residents of Coventry have access to super-fast internet speeds
- 3.5 One of the largest programmes of work for the (FTTP) is working in partnership with one particular Utility Company. Due to the extensive work in the City that this utility company are undertaking and the speed they carry out this work we have received a number of enquiries from residents commenting on their works and how they leave an area once the install has been completed. The onsite works are managed by a Street Works Inspector who is employed by the authority but paid for by the utility company. Missing traffic management, permit boards, poor performance, missing or incorrect permits can all be subject to charges or failed inspections. This is the same for all utilities nationally for permitting authorities. Due to the size of the FTTP project there are regular performance meetings with Coventry City Council, and the utility company and their contractors.
- 3.6 Coventry City Council does not have the authority to prevent new connection works as the Utility Companies have a right to lay and maintain their apparatus in the Highway. However, under the WaSPS Streetworks Permit scheme and other Streetworks legislation, the Council can control how they work and request they work in accordance to our code of practice.
- 3.7 Coventry City Council has control over the quality of works on the highway and are working with the utility company to reduce the numbers of interim reinstatements as this generates complaints and increases disruption on the highway network. For example, the utility company snag their own works and our Streetworks Inspectors are invited to these meetings.

- 3.8 In the event of poor quality works that haven't been picked up directly after works or fail at a later date, then under the legislation there is a 2 year guarantee period (3 years if deep excavation) where Coventry City Council can pick up these issues and the Utility Companies have to put the works right and the guarantee period starts over again. We inspect a sample of 10% of works due to come out of the guarantee period to ensure high quality.
- 3.9 Should works undertaken not be registered correctly or if the sites are not right we can issue defects and often issue Fixed Penalty Notices (FPN's). This is a charge which should encourage improved performance with registering information on the streetworks database. Charges can also be issued if a Streetworks Inspector finds a site to be in breach of the permit conditions. If the Utility Companies stay on the Highway longer than planned without giving Coventry City Council timely updates, then overrun charges are also issued to help improve performance on site and reduce disruption. Should a defect get issued then we could potentially charge for officer time for three inspections. The initial inspection, an inspection during the rectification works and an inspection to ensure the defect has been rectified after the works are complete.
- 3.10 Under the legislation, we are not able to issue defects on aesthetics. If the material is good quality and the same then we cannot issue a defect for scarring, but when we do resurface, we are able to protect these works and insist on full width reinstatements. Depending on the type of resurface works this protection can last up to five years.

Appendix 1 - New Roads and Street Works Act overview

AUTHOR'S NAME, DIRECTORATE AND TELEPHONE NUMBER

Rachel Goodyer – Road Safety and Traffic Manager – Place Directorate – 024 76972328

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New Roads and Street Works Act

New Roads and Street Works Act 1991
Code of Practice for the Co-ordination
of Street Works and Works for Road
Purposes and Related Matters

This Code applies to prospectively maintainable highways.

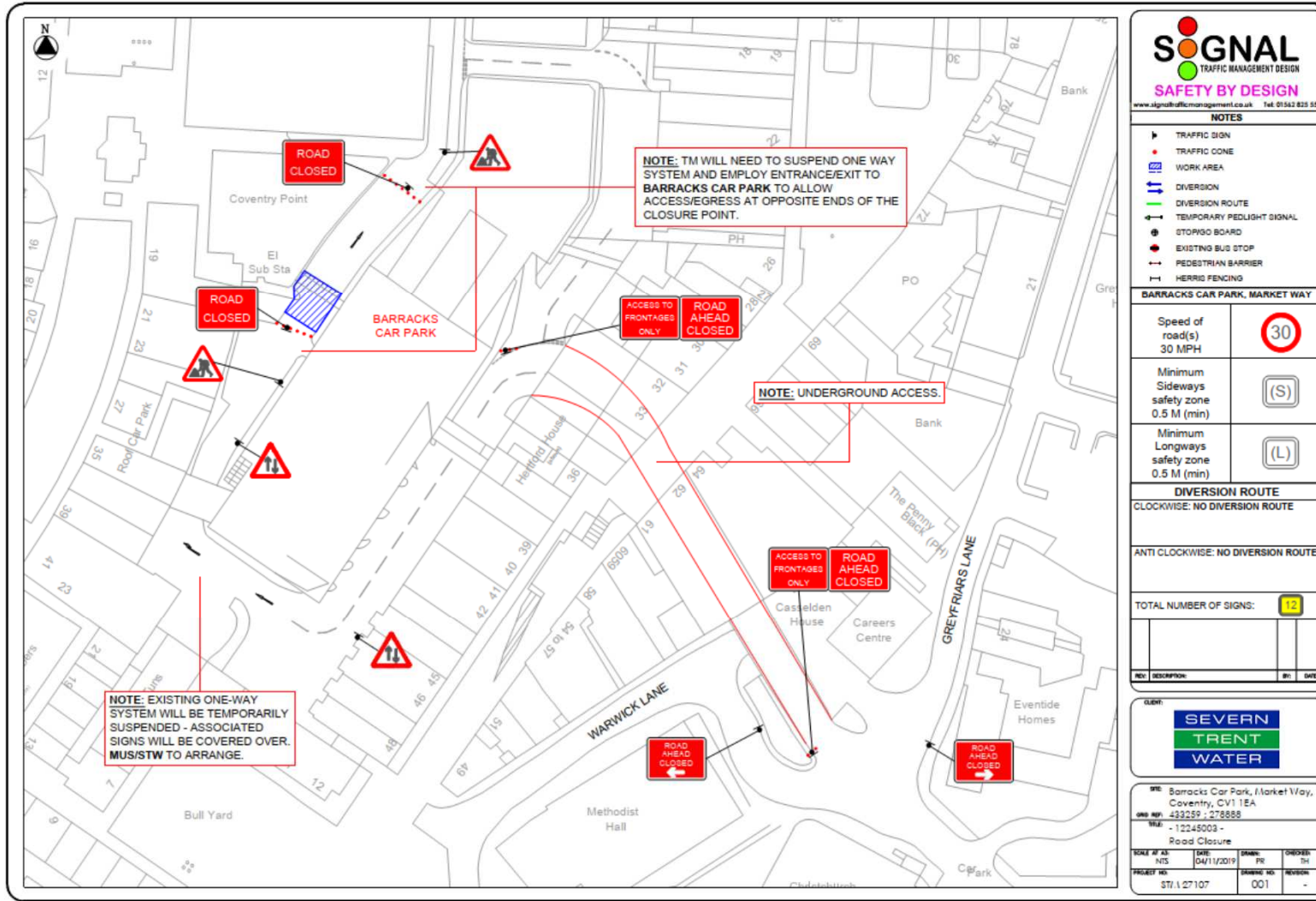
Everyone working in the highway should take account of the needs of all road users, including those with disabilities – whether they are pedestrians, equestrians, cyclists or drivers – at all stages in the planning and execution of works in the street. This has implications for the timing, method and scheduling of works. Inevitably, works in the street will interfere with road users and nearby residential and business premises to some extent. The aim should, however, be to avoid, where possible:

- serious traffic disruption;
- works on recently resurfaced or reconstructed streets; and
- planned works within a short time of earlier works.

Some Different Types of Traffic Management

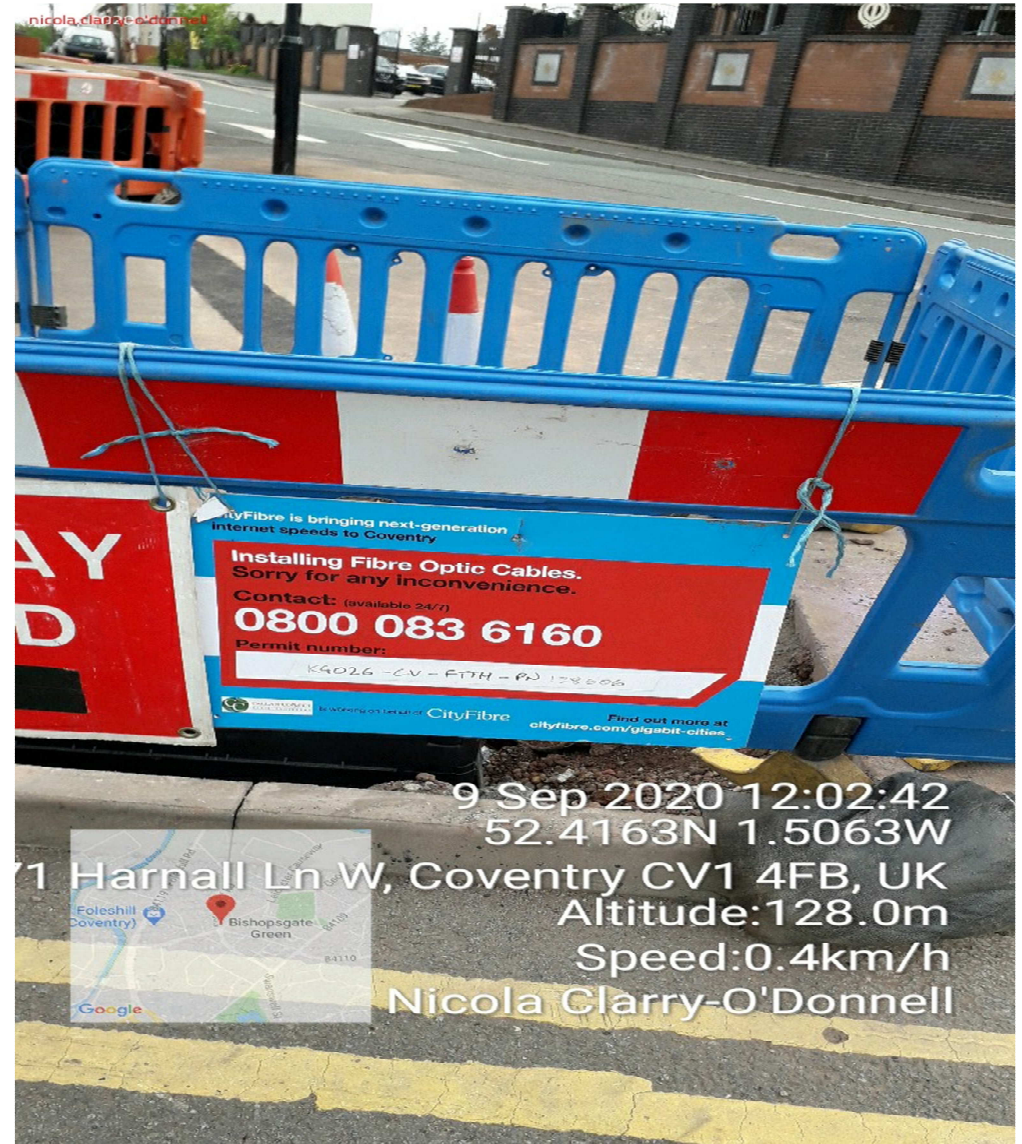
- Stop and Go Boards
- Give and Take
- Lane Closures
- Footway Closures
- Traffic Signals
- Road Closures

Road Closure Plans require a diversion route



Utilities have to display a permit board so that if a member of the public has any concerns and wishes to report the works they know who the utility is and have a reference number.

This can also help residents check the works online and find out how long the works will be on site.













Agenda Item 6

Communities and Neighbourhoods Work Programme 2020-21

Last updated 4/12/2020

Please see page 2 onwards for background to items

17th September 2020
Housing and Homelessness Update
5th November 2020
Domestic Footway Crossing Policy
17th December 2020
Average Speed Enforcement Update Overview of Highways Utilities Companies in Coventry
4th February 2021
Materials Recycling Facilities Plant Christmas Waste Collection Review
18th March 2021
Flytipping Surveillance Project
Possible items for 2020-21
Housing items - - Update on Housing Licensing Schemes and Enforcement - Housing Development Infrastructure - Social Housing Supply - Housing support for women experiencing multiple disadvantage Pavements and Pathways – Progress Report Residents Parking Permits Highways Infrastructure Asset Management Plan Traffic Lights in the City Electric Vehicle Charging Flood risk management and drainage update report City Centre Parking

Date	Title	Detail	Cabinet Member/ Lead Officer
17th September 2020	Housing and Homelessness Update	To include update on the Housing and Homelessness Strategy and the Homelessness Reduction Act, Housing First and Temporary Accommodation Charging Policy. What happened over the pandemic period, what has happened since, how helping people who are struggling to pay rent, rough sleeping, money from Government, use of housing, numbers of evictions, social housing – numbers of arrears, WM housing, Midland Heart	Cllr Welsh David Ashmore/ Jim Crawshaw
5th November 2020	Domestic Footway Crossing Policy	To consider the Cabinet Report before a decision is agreed	Cllr Hetherton Neil Cowper
17th December 2020	Average Speed Enforcement Update	To look at the effectiveness of ASE Cameras following a 12-months after implementation on Ansty Road and London Road and consider future plans to increase the number of ASE Cameras in the city.	Cllr Hetherton Joel Logue
	Overview of Highways Utilities Companies in Coventry		
4th February 2021	Materials Recycling Facilities Plant	Cabinet Report – including outcome of procurement process.	Cllr Hetherton Layla Shannon
	Christmas Waste Collection Review	To review the Christmas Waste collection	Cllr Hetherton Andrew Walster Sarah Elliot
18th March 2021	Flytipping Surveillance Project	At their meeting on 19 th September, the Board received a report on a pilot project for surveillance of flytipping hot spots. Members requested evaluation information when available. Due to delays due to Covid – cameras were installed during September 2020	Cllr Hetherton Craig Hickin Martin McHugh

Communities and Neighbourhoods Work Programme 2020-21

Date	Title	Detail	Cabinet Member/ Lead Officer
Possible items for 2020-21	Housing items -		
	- Update on Housing Licensing Schemes and Enforcement	Requested at meeting on 17 September 2020 by SB4. Possibly March 2021 meeting.	Cllr Welsh/ Davina Blackburn
	- Housing Development Infrastructure	To look at proposals for planned housing developments and infrastructure. Specifically, to look at the timetabling of these developments and associated roads and infrastructure which will be required to support population growth and movement. To seek assurances that infrastructure will be in place before homes are occupied.	Cllr Welsh Colin Knight/ David Butler
	- Social Housing Supply	To look at how the Council can support social landlords to build social housing. Also to cover progress on a social landlords forum	Cllr Welsh
	- Housing support for women experiencing multiple disadvantage	To look at housing support for vulnerable women in the City with multiple complex needs.	Cllr Welsh Jim Crawshaw
	Pavements and Pathways – Progress Report	Using the Cabinet Report with additional detail on how the locations were identified. To be brought 2021.	Cllr Hetheron Neil Cowper
	Residents Parking Permits	A report considering the changes suggested to meet the income target set in the MTFs. To look at the potential repercussions of introducing changes where there are none currently.	Cllr Hetheron Paul Bowman
	Highways Infrastructure Asset Management Plan	That the Highway Infrastructure Asset Management Plan be considered by Scrutiny prior to its formal consideration and adoption by Cabinet. To include the risk management policy and an update on maintenance of the Ring Road.	Neil Cowper Danny Rawle Cllr Hetheron

Date	Title	Detail	Cabinet Member/ Lead Officer
	Traffic Lights in the City	To receive an update on the traffic light replacement programme, with a particular focus on the use of sensors to improve traffic flow. Including pedestrian priority on lights.	Cllr Hetherton Ben Gray
	Electric Vehicle Charging	A review of the installation and usage of electric vehicle charging points across the city	Cllr O'Boyle/ Hetherton Colin Knight Shamala Evans
	Flood risk management and drainage update report	An annual update on the flood risk management programme	Cllr Hetherton Neal Thomas
	City Centre Parking	To bring the Cabinet Report planned for Spring/Summer 2021 to SB4 to consider changes to city centre car parks	Cllr Hetherton Paul Bowman