

Time and Date

10.00 am on Wednesday, 9th December, 2020

Place

This Meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser: <https://youtu.be/dv0BY2i4vz8>

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 8)
 - (a) To agree the minutes of the meeting held on 21st October 2020
 - (b) Matters Arising
4. **Petition - Improve Safety at the Junction of The Chesils and Knoll Drive**
(Pages 9 - 16)

Report of the Director of Transportation and Highways

To consider the above petition, bearing 238 e-signatures, which is being supported by Councillor Andrews, an Earlsdon Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organisers.
5. **Designated Cycle Routes - Canley and City Centre** (Pages 17 - 24)

Report of the Director of Transportation and Highways
6. **2020-21 Local Safety Scheme Programme - Average Speed Enforcement Scheme, Foleshill Road** (Pages 25 - 34)

Report of the Director of Transportation and Highways
7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 35 - 42)

Report of the Director of Transportation and Highways
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

Julie Newman, Director of Law and Governance, Council House, Coventry
Tuesday, 1 December 2020

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) and G Lloyd (Deputy Cabinet Member)

By invitation:

Councillors A Andrews and M Heaven (Shadow Cabinet Member)

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,
Tel: 024 7697 2644 /2643, 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 10.00 am on
Wednesday, 21 October 2020
(This meeting was held remotely)

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor G Lloyd (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Other Members: Councillors R Bailey and G Williams

Employees:

C Archer, Traffic Management
P Bowman, Parking Services
R Goodyer, Traffic Management
L Knight, Law and Governance
R Parkes, Law and Governance
U Patel, Law and Governance
G Payne, Traffic Management
M Wilkinson, Traffic Management

Public Business

14. Declarations of Interests

There were no declarations of interest.

15. Minutes

The minutes of the meeting held on 7 September 2020 were agreed as a true record. There were no matters arising.

16. Objections to Proposed Waiting Restrictions - Variation 9

The Cabinet Member considered a report of the Director of Transportation and Highways concerning objections that had been received to a Traffic Regulation Order advertised on 27 February 2020 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. 74 objections were received along with 19 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. As the meeting was being held remotely, in line with the revised government regulations, all the respondents were offered the opportunity to submit any additional comments in writing in response to the report and 11 additional response were received following the publication of the meeting documentation. All the respondents had been provided with additional information on watching the live stream meeting.

Councillor Bailey attended the meeting in respect of matters relating to Cheylesmore Ward and outlined his support for the proposals for Black Prince Avenue, Leaf Lane and Haddon Road; Cornelius Street; Esher Drive and William

Bristow Road; Purefoy Road; The Monks Croft and Benedictine Road (part); and The Mount. Councillor Williams, a Bablake Ward Councillor, attended for consideration of the Cameron Close area proposals.

The report indicated that many of the locations where changes were proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles and from petitions requesting residents' parking schemes. The appendix detailed a summary of the objections for each proposal, including any letters of support or comments also received, and included responses to the issues raised. A presentation at the meeting provided details of the locations and highlighted the issues raised along with the proposed responses. In addition, further information was provided on the responses received following publication of the report.

An additional e-mail of support for the proposals for the Cameron Close Area had been received which reiterated the existing parking problems and Councillor Williams provided additional information which included concerns about parents parking on a private car park. An additional e-mail of support had also been received to the proposals for Knoll Drive/ Lupton Avenue.

Councillor Lloyd, Deputy Cabinet Member, detailed the speeding issues concerning Evenlode Crescent and it was agreed that, following the implementation of restrictions, continued monitoring would be undertaken at this location.

Further information had been received from an objector to the Pangfield Park/ Pyt Park and Victoria Court proposal concerning displacement parking along with additional information from a resident in support with particular reference to difficulties for wheelchair users. Councillor Bailey drew attention to parking concerns suggesting an extension of the double yellow lines. It was agreed to consider additional double yellow lines as part of the next waiting restriction review. In relation to the proposals for Pelham Bend/ Summerhill Lane, it was decided that following the introduction of the double yellow lines at this location, then speed checks would be undertaken.

Further details of observations of the parking situation at Purefoy Road and The Mount were submitted from an objector following the receipt of the report and alternative suggestions were put forward. Further details were also received from three objectors to the St Agatha's Road/ Michael Road Area Residents Parking Scheme all relating to Brays Lane not being included in the residents parking scheme. The Cabinet Member was informed that it was proposed to further consult with the residents of Brays Lane to determine if there was sufficient support for a residents parking scheme and if the support was achieved then the proposal would be included in the next waiting restriction review.

Concerns were raised about the proposal to install waiting restrictions at Shorncliffe Road/ Rosslyn Avenue and it was agreed to not to install the restrictions at the location at the current time to allow for further investigations to be undertaken.

Further comments had been received from two objectors to the proposed restrictions for The Monks Croft and part of Benedictine Road who felt that the residents parking scheme wasn't appropriate for The Monks Croft. Clarification was provided on the consultations to date. In relation to the proposals for The Mount, attention was drawn to the additional information submitted by an objector who was against the proposed residents parking scheme at this location.

The objector to the waiting restrictions proposed for Wallace Road/ Sadler Road/ Links Road and Bruce Road submitted two further e-mails detailing why the double yellow lines were not needed and wouldn't be effective at Wallace 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 all the objections to the proposed waiting restrictions:

- 1. The implementation of the restrictions as advertised at Alfall Road/Geoffrey Close, Congleton Close/Lythalls Lane, Cornelius Street, Eastlands Grove, Evenlode Crescent, Harefield Road/Beaconsfield Road, Mellowship Road/Upper Eastern Green Lane, Pelham Bend /Summerhill Lane, Silverdale Close/Foxford Crescent, The Monks Croft, The Mount, and Wallace Road/ Sadler Road/ Links Road/ Bruce Road be approved.**
- 2. Approval be given that the restrictions are implemented on Black Price Avenue as advertised, but not implemented on Leaf Lane from its junction with Black Prince Avenue to its junction with the A444.**
- 3. The installation of the double yellow lines for junction protection at the junctions of Cameron Close with Mackenzie Close and Halifax Close be approved and approval be given that the Controlled Parking Zone is not installed, that more traffic monitoring at school entry and exit times is undertaken and to consult again with residents about possible parking restrictions if necessary.**
- 4. The implementation of the restrictions as advertised at Delage Close/Anderton Road be approved and it be noted that Anderton Road is already part of a review to determine if additional double yellow lines are to be proposed on the bend.**
- 5. The implementation of restrictions as advertised at Esher Drive and William Bristow Road be approved and an extension to the double yellow lines on William Bristow Road (6.5 metres on the northern side and 4.5 metres on the southern side of the junction) be advertised as part of the next waiting restriction review.**
- 6. The implementation of the restrictions as advertised at Keppel Street be approved and double yellow lines for junction protection at Keppel Street/Cambridge Street and Keppel Street/Wright Street junctions be included as part of the next waiting restriction review.**

- 7. The implementation of the restrictions as advertised at Knoll Drive/Lupton Avenue be approved with monitoring being undertaken following implementation and consultation with residents about a possible extension to the waiting restrictions.**
- 8. The implementation of the restrictions as advertised at Newton Close/Pandora Road be approved and consult with residents about possible additional waiting restrictions.**
- 9. The implementation of the restriction as advertised at Pangfield Park/Pyt Park be approved and an extension to the double yellow lines on both sides of Pyt Park (up to the boundary of nos. 4 and 6 Pyt Park) and double yellow lines for junction protection at the Allesley Hall Drive/Pangfield Park junction be included as part of the next waiting restriction review, and also to consider additional double yellow lines as part of this review.**
- 10. The implementation of the Residents' Parking Scheme as advertised on Purefoy Road be approved and a proposal for double yellow lines on the north eastern side of Queen Isabel's Road/ Galeys Road for junction protection be included as part of the next waiting restriction review.**
- 11. The installation of a reduced extent of double yellow lines on Morland Road, reducing the extent to 5 metres (not the 10 metres originally proposed) each side of the junction with Romford Road be approved. Approval be given to install as proposed on Romford Road and once installed, monitor and if future concerns are raised, consider extending the double yellow lines.**
- 12. The installation of a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road be approved and consult with residents of Brays Lane once more to determine if there is sufficient support for a residents' parking scheme. If sufficient support is received, include the proposal for a residents' parking scheme on Brays lane in the next waiting restriction review.**
- 13. The installation of a reduced extent of double yellow lines on The Jordans, reducing the extent by 6 metres on the north east corner of the junction, outside no. 59 be approved. Once installed monitor and if future concerns are raised consider extending the double yellow lines.**
- 14. The proposed waiting restrictions at Shorncliffe Road/ Rosslyn Avenue are not installed and further investigations be undertaken.**
- 15. Approval be given that the proposed Traffic Regulation Order is made operational.**
- 16. Continued monitoring be undertaken at Evenlode Crescent following the implementation of the restrictions at this location.**
- 17. Following the introduction of the double yellow lines at Pelham Bend/ Summerhill Lane, speed checks be undertaken.**

17. **Proposed Closure of Council Operated Car Parks**

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval for the closure of six Council operated car parks to help reduce the amount of surplus places available in the short to medium term, pending a detailed review of the Parking Strategy to consider the long term options including the possible disposal, redevelopment, or re-purposing of the assets.

The report indicated that the city centre parking strategy was approved by Cabinet in September 2016 and this strategy included clear aims and objectives for managing parking provision to ensure the right balance of spaces to meet future demands for parking whilst improving the quality of the facilities and ensuring they were in the right locations. The City Council currently operated twenty-three public car parks across the city comprising 3,840 spaces. Eighteen of the car parks were in, or near to, the city centre and these car parks had capacity for 3,600 spaces. Demand for parking had been increasing for some time and this growth had been expected to continue. However, since April 2020 demand for city centre parking had been significantly impacted due to Covid19, lockdown, and changes in travel behaviours in general. Some of these changes were expected to be long-lasting if not permanent. During the period April to September 2020, car park occupancy levels had been less than 25% of total capacity. Consequently, there had regularly been fewer than 900 spaces occupied and more than 75% (or 2,700) empty spaces.

In the short term, it was proposed to decommissioning and close six city centre public car parks with the aim of shrinking the car park estate and reducing the overall total capacity by 874 spaces (24%) which would help to close the gap between parking provision and demand, whilst reducing some operational running costs. It was proposed that the following car parks be closed at the earliest opportunity pending a further review of the City Centre Car Parking Strategy:

- i. New Union Street multi-storey car park (MSCP) (240 spaces)
- ii. Cheylesmore surface car park (45 spaces)
- iii. City Arcade roof top car park (231 spaces)
- iv. Leicester Row car park (80 spaces)
- v. Moat Street surface car park (153 spaces)
- vi. Whitefriars Street surface car park (125 spaces)

A map showing the location of the above car parks was set out at an Appendix to the report. It was the intention that a report be submitted to Communities and Neighbourhoods Scrutiny Board (4) and Cabinet in due course outlining the long term options for managing the car park estate.

The report set out additional information on the location; the current state of the car parks; the current occupancy levels; the impact of closure; and the alternative parking options in the areas of the car parks put forward for closure. It was noted that the Moat Street car park would cease to exist following a redesign of the road network in that area as part of the air quality improvement measures that had previously been approved by Cabinet.

The Cabinet Member was informed that following the publication of the report, a representation had been received on behalf of the traders in City Arcade requesting that City Arcade roof top car park remain open during the current

difficult trading climate. The shops were to be given a facelift and it was hoped to increase footfall in the vicinity and keeping the car park open would support this. The Cabinet Member outlined her support for the traders.

RESOLVED that:

- 1) The temporary closure of New Union Street and Cheylesmore car parks, both of which are in a poor condition and in need of significant financial investment, be approved.**
- 2) Approval be given that Salt Lane car park is reclassified as 'long stay' and amend the parking charges in Salt Lane accordingly so that there is no detrimental financial impact to the general public arising from the closure of New Union Street and Cheylesmore car parks.**
- 3) The temporary closure of Whitefriars Street and Leicester Row car parks be approved as they are under-utilised and are not in the right location.**
- 4) The permanent closure of Moat Street car park, in line with plans to redesign and remodel Ring Road junction 7 as part of the Air Quality Action Plan, be approved.**
- 5) Approval be given for officers to commence the legal process to remove the five car parks from the Off-Street Parking Places Order 2005.**
- 6) Following the representation received, approval be given for the City Arcade roof top car park to remain open.**

18. Outstanding Issues

There were no outstanding issues.

19. Any other items of Public Business - Norman Place Road

Councillor Williams, Bablake Ward Councillor, raised concerns about traffic issues at the roundabout on Norman Place Road which were causing safety issues for local residents. Particular issues included vehicles driving off the pavement straight onto the roundabout and a lorry driving the wrong way on the roundabout. Officers clarified that a safety scheme was currently being drawn up and residents were being consulted. Issues under consideration included pedestrian refuges and the placing bollards on the footway. Financial considerations would need to be taken into account.

There were no other additional items of public business.

(Meeting closed at 11.50 am)

Cabinet Member for City Services

9 December 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Earlsdon

Title:

Petition - Improve safety at the junction of The Chesils and Knoll Drive

Is this a key decision?

No

Executive Summary:

An e-petition with 238 signatures has been received requesting measures to improve safety at the junction of The Chesils and Knoll Drive.

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 the petition prior to this meeting and 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 outcome of the investigations undertaken in response to the issues raised, as a result of which the vehicle-activated speed limit sign has been repaired, additional crossroad warning signs are to be installed and the junction will continue to be monitored as part of the annual review of personal injury collisions. On receipt of the determination letter, the petition organisers advised that they 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 organisers (as detailed in paragraphs 1.5 – 1.7 of 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 - Improve safety at the junction of The Chesils and Knoll Drive

1. Context (or background)

1.1 An e-petition with 238 signatures has been received requesting measures to improve safety at the junction of The Chesils and Knoll Drive. The petition is sponsored by Councillor Andrews.

1.2 The petition reads as follows:

'We, the undersigned are concerned citizens who believe the cross junction at The Chesils and Knoll Drive presents a danger to the community. We urge the council to take action to provide speed reduction measures on the cross junction and safeguard pedestrians including the following five points: 1) The speed measurement sign at the Chesils to be fixed, 2) A junction sign to identify a cross junction at the Chesils and Knoll Drive, 3) A sign to identify children crossing the road with flashing lights during school times. 4) A sign on the road to advise of local children crossing the junction (Knoll Drive and The Chesils) and 5) A slightly raised area at the cross junction for The Chesils and Knoll Drive.'

1.3 The Chesils and Knoll Drive are residential roads. They are both subject to a 30mph speed limit. The junction is in Earlsdon Ward and is one of a number of crossroads along The Chesils. 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 road safety and parking 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.

1.5 The determination letter (copy in Appendix B to the report) advised of the importance of targeting road safety measures in the city. To ensure the funding we have is utilised carefully, we use personal injury collisions reported to the Police. Locations where there have been six or more reported personal injury collisions in the previous three years are considered for inclusion in the safety schemes programme. A review of the collision data for the junction of The Chesils and Knoll Drive showed that there were two reported personal injury collisions at the junction in the last three years. Neither involved pedestrians and in both cases the injuries were classified as slight. Therefore, the junction does not meet the safety scheme criteria.

1.6 The vehicle-activated speed limit sign referred to in the petition has been repaired. The request for additional signage at the junction was also assessed. The junction is too far from the nearest school for school warning signs and flashing lights to be installed. However, additional crossroad warning signs will be installed on The Chesils on each approach to the junction.

1.7 The petition organisers were also advised of the Community Speed Watch initiative, a speed monitoring and awareness scheme that is coordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. The relevant contact details were provided, should the petitioners wish to get involved in the scheme.

2. Options considered and recommended proposal

2.1 The recommended actions in response to the issues raised have already been approved and are detailed in paragraphs 1.5 – 1.7 and in the determination letter (Appendix B to the report).

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 Crossroad warning signs will be installed this financial year. The vehicle-activated speed limit sign has already been repaired.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

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

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

N/A.

6.2 How is risk being managed?

N/A.

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:**

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

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	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Greg Payne	Head of Traffic & Network Management	Transportation and Highways	18/11/2020	
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	18/11/2020	26/11/2020
Caron Archer	Team Leader, Traffic Management	Transportation and Highways	18/11/2020	18/11/2020
Michelle Salmon	Governance Services Officer	Law and Governance	18/11/2020	18/11/2020
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	18/11/2020	19/11/2020
Rob Parkes	Team Leader	Law and Governance	18/11/2020	19/11/2020
Councillor Hetherton	Cabinet Member for City Services		25/11/2020	30/11/2020

This report is published on the council's website:

www.coventry.gov.uk/councilmeetings

Appendix A – Location plan



© Crown Copyright and database right 2020. Ordnance Survey 100026294.

Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for measures to improve safety at the junction of The Chesils and Knoll Drive.

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.

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

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. The personal recorded injury collision history for the junction of The Chesils and Knoll Drive has been reviewed. This shows that there were two personal injury collisions on the road in the last three years, both of which were classified as slight and neither of which involved pedestrians. Therefore, the junction does not meet the safety scheme criteria.

Following a report from Councillor Andrews, the vehicle-activated sign on The Chesils has been repaired. Your request for additional signage at the junction has been considered. The junction is too far from the nearest school for school warning signs and flashing lights to be installed. However, additional crossroad warning signs will be installed on The Chesils on each approach to the junction.

As you are concerned about speeding, you may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. For further information, please contact the Police by emailing: cvcsw@west-midlands.pnn.police.uk.

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.

This page is intentionally left blank



Public report Cabinet Member Report

Cabinet Member for City Services

9 December 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Wainbody, St Michael's, Radford

Title:

Designating cycle routes – Canley and City Centre

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive Summary:

As part of the response to Covid-19, some cycle routes within the city are being improved through government funding for active travel. This report seeks approval to create sections of off carriageway cycle route by designating short sections of footway as 'cycle track' utilising the Council's powers under the Highways Act.

Recommendations:

The Cabinet Member is requested to:

- 1) Approve the conversion of a section of footway between Leicester Row and Ringway St Nicholas to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.

- 2) Approve the conversion of a section of footway between the slip roads on Ringway St Nicholas to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 3) Approve the conversion of a section of footway at the junction of Lamb Street/Upper Well Street to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 4) Approve the conversion of a section of footway on refuge on Upper Well Street to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 1.
- 5) Approve the conversion of a section of footway at the Cannon Hill Road/Charter Avenue junction to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 2.
- 6) Approve the conversion of a section of footway between Charter Avenue and Sir Henry Parkes Road to cycle track under sections 65 and 66 of the Highways Act 1980 as shown in Figure 3.

List of Appendices included:

None

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)

Through the government's active travel funding programme, a number of cycle routes are being developed across the city responding to an increase in cycling activity that has taken place during the Covid-19 pandemic. The aim is to provide alternative transport options during a period when public transport capacity has been limited due to social distancing requirements, and people have been encouraged to cycle where possible to access work, education and essential services and for recreation.

2. Options considered and recommended proposal

- 2.1 Options for the provision of a temporary route between Upper Well Street in the City Centre and the Canal Basin on Leicester Row have been considered. The design of the Canal Basin Bridge across the ring road limits opportunities for social distancing due to the narrow bridge deck and lack of passing places. Alternative options for a cycle route across the ring road have therefore been considered.
- 2.2 The preferred option includes widening a section of footway from Leicester Row to Ringway St Nicholas for shared use (i.e. use by both cycles and pedestrians). The footway on Ringway St Nicholas is also widened and this includes a section with segregation for people walking and cycling. The connection under the Ring Road at Junction 9 is facilitated by designating the footway between the slip roads for shared use (i.e. use by both cycles and pedestrians). Access into the city centre is facilitated by designating a section of footway build out on Upper Well Street and the adjacent refuge for shared use (as indicated in red in Figure 1).
- 2.3 The off-carriageway parts of the routes will be created using Sections 65 and 66 of the Highways Act 1980, changing the footway to cycle track, so that it can be used by both cycles and pedestrians. Under the Highways Act 1980, a "Cycle Track" means a way that carries a right of way on pedal cycles and/or on foot. The area is outlined in red in Figure 1.
- 2.4 Options for the provision of a cycle route on Charter Avenue between the A45 and Sir Henry Parkes Road, improving access by cycle to the University of Warwick campus, have also been considered. The eastbound carriageway was considered less suitable as width is limited due to on street parking bays. The preferred option is the westbound carriageway with connecting paths at either end.
- 2.5 The preferred and recommended option includes designating a section of footway for shared use at the eastern end of the route between Cannon Hill Road and Charter Avenue (as indicated in red in Figure 2) and at the western end of the route from Charter Avenue to Sir Henry Parkes Road (as indicated in Figure 3).
- 2.6 The off-carriageway parts of the routes will be created using Sections 65 and 66 of the Highways Act 1980, changing the footway to cycle track, so that it can be used by both cycles and pedestrians. Under the Highways Act 1980, a "Cycle Track" means a way that carries a right of way on pedal cycles and/or on foot. The area is outlined in red in Figure 2 and Figure 3.

Figure 1:

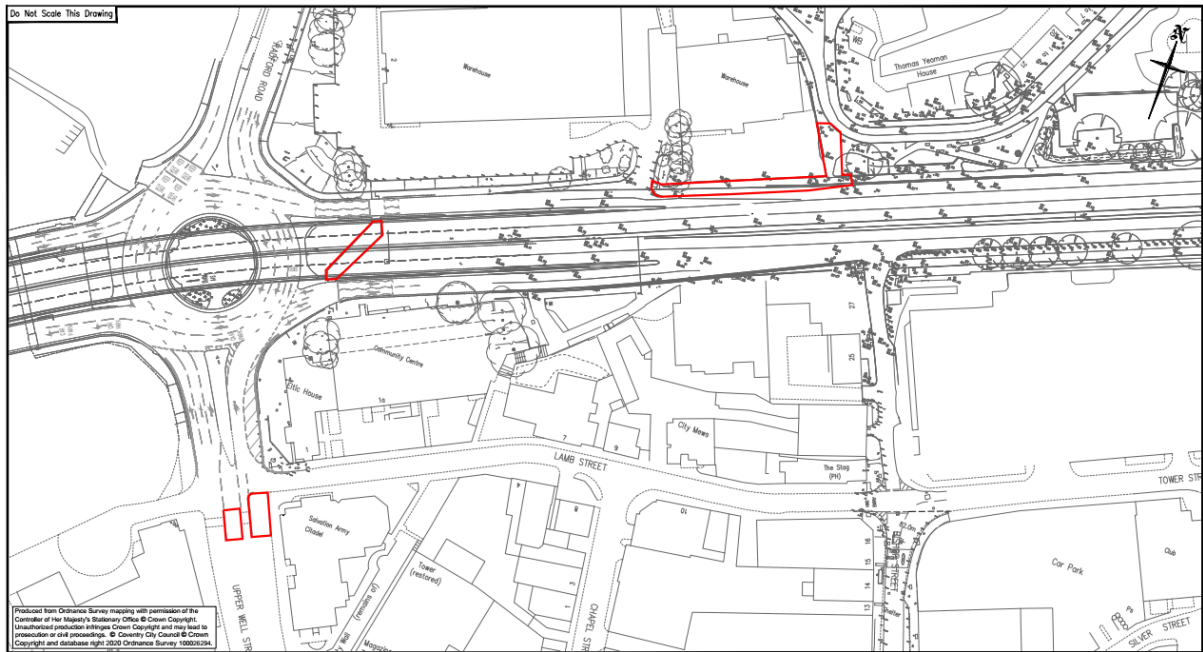


Figure 2:

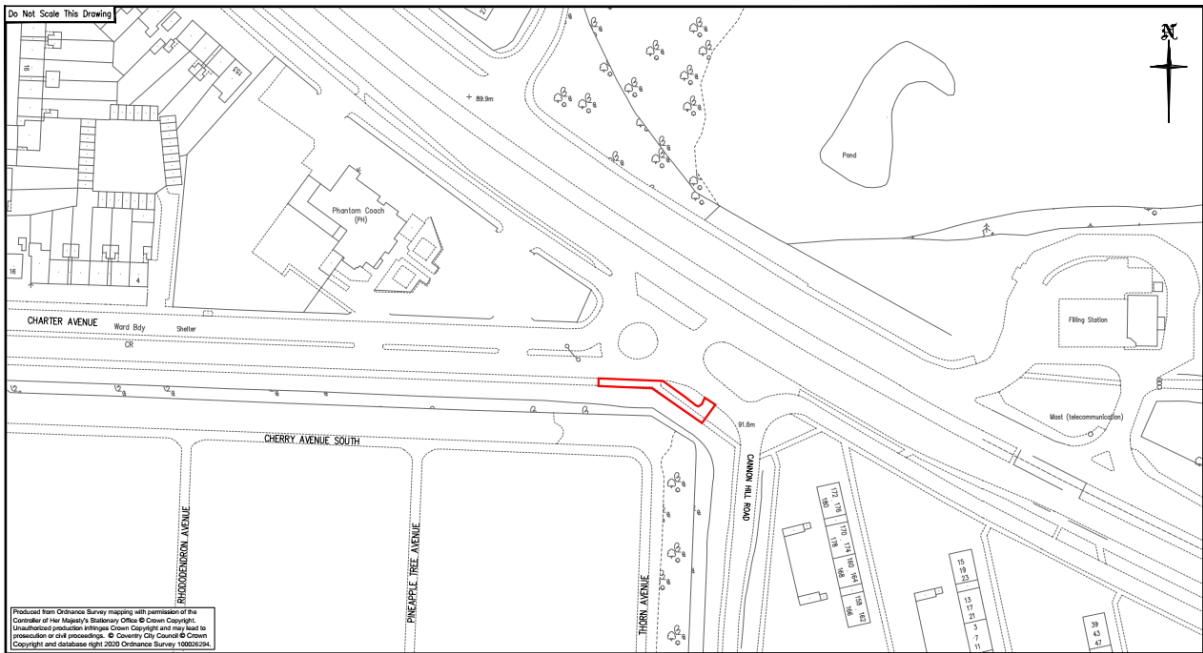
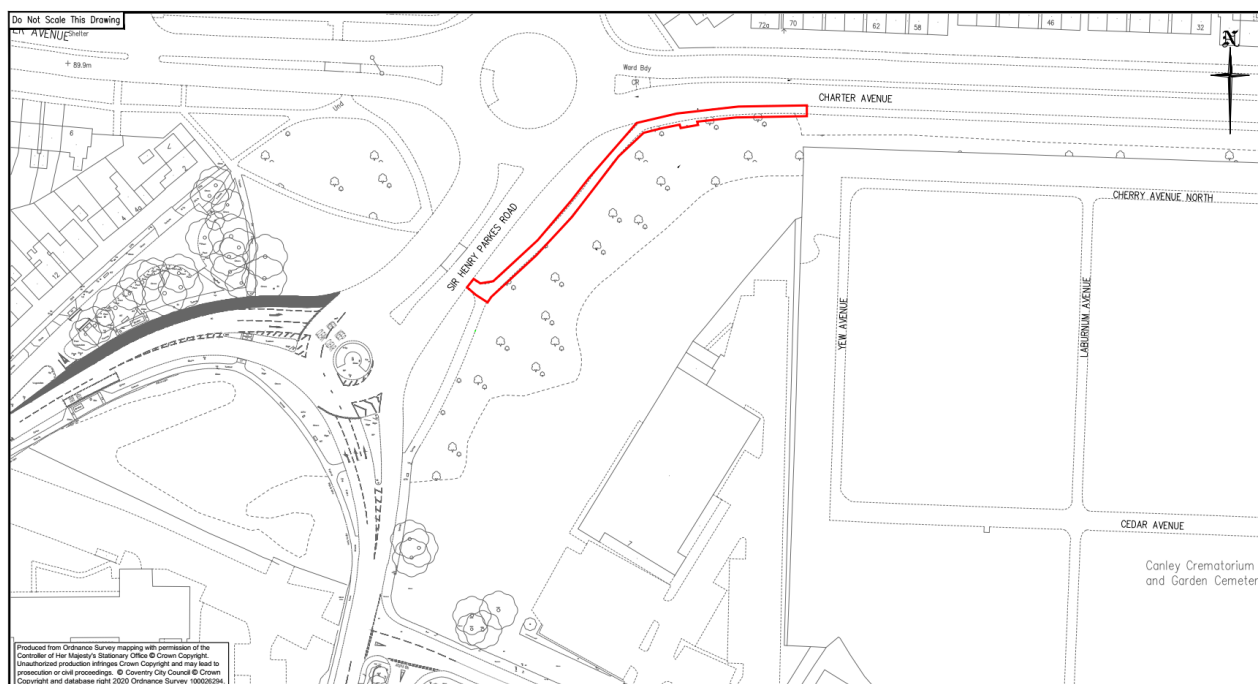


Figure 3:



3. Results of consultation undertaken

- 3.1 The schemes have been developed as temporary measures and have been discussed with Cabinet Member for City Services. Adjoining residents and businesses have received notification of the proposals.

4. Timetable for implementing this decision

- 4.1 If approval is given for these designations, the appropriate signage will be implemented in the 2020/21 financial year.

5. Comments from Director of Finance and Director of Law and Governance

5.1 Financial implications

The signage is funded from the grant allocation of £0.363M from the Department for Transport for active travel fund tranche 1, administered through the West Midlands Combined Authority.

5.2 Legal implications

As a local highway authority, the Council has powers pursuant to s.65 and s.66 of the Highways Act 1980 that allow it to alter the widths of footways and to create cycle tracks. Under the Council's Constitution, these powers are not delegated to officers.

6. Other implications

None

- 6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

These proposals support the Council's core aims, as set out in the Council Plan, by: improving health and wellbeing by helping local residents lead healthier lifestyles by increasing the opportunities for cycling. In addition, the works will promote the growth of a sustainable economy by helping local people to access employment opportunities and also increase access to arts, sports and cultural opportunities

6.2 How is risk being managed?

There are no significant risks associated with the project. Works are minimal and low risk. The overall costs are also relatively low, and any additional costs can be managed within the budget available.

6.3 What is the impact on the organisation?

None

6.4 Equality Impact Assessment (EIA)

An Equality Impact Assessment has been undertaken and no adverse negative impact has been identified. Further monitoring and evaluation is to be undertaken and the schemes will be subject to amendment if required.

6.5 Implications for (or impact on) climate change and the environment

The works will have a positive impact on the environment by improving the cycle network within, making cycling a more attractive travel option for local journeys, thereby encouraging modal shift from car to cycling for such journeys.

6.6 Implications for partner organisations?

None

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

John Seddon – Head of Transport and Innovation

Directorate:

Transportation and Highways

Tel and email contact:

024 7697 7282

john.seddon@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Liz Knight	Governance Services Officer	Law and Governance	27.11.20	30.11.20
Other members				
Names of approvers for submission: (officers and members)				
Finance: Sunny Heer	Lead Accountant	Finance	26.11.20	27.11.20
Legal: Rob Parkes	Team Leader (Place)	Law and Governance	26.11.20	30.11.20
Director: Colin Knight	Director Transportation and Highways		26.11.20	26.11.20
Members: Councillor Hetherton	Cabinet Member City Services		27.11.20	30.11.20

This report is published on the council's website:

www.coventry.gov.uk/councilmeetings

9th December 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Colin Knight, Director of Transportation and Highways

Ward(s) affected:

Foleshill

Title: Report –2020/21 Local Safety Scheme Programme –Average Speed Enforcement Scheme, Foleshill Road

Is this a key decision?

No

Executive Summary:

Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures to address these concerns.

Speeding vehicles continue to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall collision rates are declining on Coventry's road network, the number of people killed or seriously injured (KSI) remains high on major routes that carry high volumes of traffic.

In March 2018, Cabinet approved the use of Average Speed Enforcement (ASE) on London Road and Ansty Road. Both ASE projects were introduced in January 2019, and early results are very positive in terms of speed and casualty reduction.

As a result, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019. Binley Road and Henley Road have been operational since January 2020; the London Road extension has been operational since April 2020. Ansty Road extension (from Clifford Bridge Road to City Boundary) will be the next ASE scheme to become operational by March 2021.

In June 2020, following the early positive safety results of the existing schemes Cabinet Member for City Services approved four additional ASE schemes.

It is now also proposed, as part of the 2020/21 Local Safety Scheme Programme, to include a further ASE scheme on Foleshill Road; following consideration of the high number of accidents on Foleshill Road related to speeding vehicles,

The installation of the Foleshill Road ASE scheme would 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. Approve the implementation of an ASE scheme on Foleshill Road from its junction with the A444 to its junction with Harnall Lane West.
2. Subject to recommendation 1, approve the associated procurement process for ASE equipment is to be undertaken and approval is given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities)

List of Appendices included:

Appendix A – Location plan of Foleshill Road ASE Scheme

Background Papers

None

Other useful documents

Cabinet Report dated 6th March 2019

2019/20 Transportation and Highway Maintenance Capital programme report – Cabinet meeting 12th March 2019

Cabinet Member for City Services report dated 9th September 2019

New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road

Cabinet Report dated 10th March 2020

2020/21 Transportation and Highway Maintenance Capital Programme

Cabinet Member for City Services report dated 15th June 2020

2020/21 Local Safety Scheme Programme – New Average Speed Enforcement routes

(the one detailing the ASE sites for approval)

Has it been or will it be considered by Scrutiny?

The use of ASE was considered and approved at Scrutiny Board 4 on 28th February 2018, and Scrutiny will be updated on 17th December 2020

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

No

Will this report go to Council?

No

Report title:**Report – 2020/21 Local Safety Scheme Programme –Average Speed Enforcement Scheme
Foleshill Road****1. Context**

- 1.1. Whilst the total number of personal injury collisions in Coventry is falling, the number of people killed or seriously injured (KSI) on the city's main roads is increasing. Over the 3 year period (1st March 2017 to 28th February 2020), a total of 378 people were killed or seriously injured on Coventry's road network.
- 1.2. Personal injury collisions can destroy peoples lives, and the lives of people around them. In addition to the human element, personal injury collisions have a major detrimental impact on traffic flow by increasing congestion, reducing capacity, worsening journey time reliability and affecting network resilience together with an adverse impact on the economy.
- 1.3. Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about speeding, including a significant number of petitions. As the Highway Authority, we are responsible for setting speed limits on our local roads. The Coventry road network needs to support a local transport system that is safe for all road users, promotes economic growth, and improves the quality of life in our communities.
- 1.4. Coventry City Council is the West Midlands Combined Authority (WMCA) Road Safety Lead, and is committed to reducing the numbers of people killed or seriously injured (KSI) by 40% over the next 10 years' using the 3 year average (2014, 2015 & 2016) as the baseline.
- 1.5. To try to reduce personal injury collisions, the Council has introduced five ASE schemes on high traffic volume routes that have a high number of KSI's. These are on London Road (2 schemes), Ansty Road, Binley Road and Henley Road.
- 1.6. A sixth ASE scheme, an extension to the Ansty Road scheme (Clifford Bridge Road to City boundary) will become operational in in the coming months.
- 1.7. 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.
- 1.7 The three year period before the installation of ASE on London Road revealed a total of 22 injury collisions were recorded over a 3 year period. This included 3 fatalities and 6 serious personal injury collisions on the section 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.
- 1.8 The London Road ASE project became operational in January 2019, to date there has been 3 personal injury collisions recorded since the go-live date. Further analysis revealed that

the collisions were classified (relating to injuries) as one serious and two slights. The serious collision involved an intoxicated pedestrian that entered London Road without looking. The two slight collisions involved driving without due care and were not related to speeding. Speeds have also been significantly reduced, particularly off-peak speeds.

- 1.9 The three year period before the installation of ASE on Ansty Road highlighted a total of 32 injury collisions. This included 2 fatalities and 5 serious personal injury collisions in the section 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.
- 1.10 The Ansty Road ASE project became operational in January 2019, to date there has been only two personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the causation factors highlighted that one collision related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity and also involved a police vehicle. Both collisions were classified as slight in severity.
- 1.11 ASE was introduced on Binley Road and Henley Road in January 2020, and early indications show they are operating as expected. A more detailed review will be undertaken once we have at least 6 months data.
- 1.12 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 accident history rate.
 - Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road)
 - Bell Green Road (from its junction with A444 to its junction with Henley Road)
 - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road); and
 - Sky Blue Way (from its junction with Lower Ford Street to its junction with A444).

The Longford and Bell Green Road ASE schemes each also include a short section of Old Church Road

The Sky Blue Way (from its junction with Lower Ford Street to its junction with A444) scheme has been delayed because of technical difficulties. This location will be reviewed again in the next financial year (2021/22).

The data-led case for ASE on Foleshill Road

- 1.13 Contributory factors attributed to the collisions on Foleshill Road (A444 to Harnall Lane West) included vehicles travelling at excessive speeds and other factors associated with driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below and includes 7 KSI personal injury collisions.

Table: Proposed Foleshill Road ASE

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Foleshill Road (extents)	47	0	7

- 1.14 In accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Foleshill Road ASE scheme this financial year. The other schemes highlighted (with the exception of Sky Blue Way) will also be progressed this financial year. Sky Blue Way will be reassessed in the next financial year (2021/22).

2. Options considered and recommended proposal

- 2.1. Based on the rise and severity of personal injury collisions and the evidence from ASE schemes installed in Coventry and elsewhere, it is recommended to progress the installation of Average Speed Enforcement on Foleshill Road to reduce vehicular speeds and therefore reduce the severity of personal injury collisions if they do occur. It is therefore also recommended that the associated procurement process for the ASE equipment is undertaken together with collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).
- 2.2. Alternative speed management measures such as fixed safety cameras were considered. However this technology is not effective over a large stretch of road because fixed site cameras only focus on specific short sections of road. In addition, the technology used for fixed site cameras is dated and very expensive to operate and maintain. Additionally, traditional traffic calming measures (such as speed humps) are not suitable for high traffic volume routes, bus routes and emergency services.

3. Results of Consultation Undertaken

- 3.1 No consultation has yet been undertaken,

4. Timetable for implementing this decision

- 4.1. If approved, the Foleshill Road ASE scheme will be installed this financial year (2020/21).

5. Comments from Director of Finance and Director of Law and Governance

5.1. Financial implications

There is an approved capital budget of £300k in financial year 2020-21 for the implementation of average speed enforcement camera schemes, with the delay to the Sky Blue Way scheme it is considered that the other 3 approved schemes and the proposed Foleshill Road Scheme can be delivered within this budget.

There are additional costs to the Council associated with operating and maintaining average speed cameras. Previous approvals for average speed enforcement schemes have been on the basis that the running costs of the equipment would be covered by a share of revenue from West Midlands Police. No revenue share has yet to be received so there is a risk that the running costs of existing and additional schemes are unbudgeted.

As such, it is expected that the running costs for existing and new schemes will be earmarked from the integrated transport block capital budget until revenue share from West Midlands Police is forthcoming.

The projected estimated running costs of existing and new average speed enforcement cameras are:

Financial Year Costs	2020-21 £000	2021-22 £000	2022-23 £000
Existing Schemes	20	25	32
Proposed Schemes	0	17	30
Total	20	42	62

5.2. Legal implications

The effective operation of the ASE project requires the already agreed joint working agreement between Coventry City Council, West Midlands Police and the Police and Crime Commissioner. West Midlands Police currently enforce speed violations within the West Midlands region and shall, with the assistance and input of the Councils, supervise and be responsible for the processing of speed contraventions. The Back Office Equipment will be linked to interface with the West Midlands Police Office Systems for processing in connection with the enforcement of any speed violations captured by the Equipment.

The expeditious timescales associated with the installation of ASE is dependent on adopting existing procurement mechanisms utilised by regional partners, including West Midlands Police. This involves the provision of the supply, installation and maintenance of the equipment for the project. Any procurements required will be undertaken in accordance with the Public Contract Regulations 2015 and the Council's internal Rules for Contract.

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 implementation of Average Speed Enforcement schemes would contribute to the City Council's objectives of

A safer and more confident Coventry- by encouraging drivers not to exceed the speed limit.

Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be - encouraging drivers not to exceed the speed limit and making people feel safer.

6.2. How is risk being managed?

Governance is in place to oversee the implementation, monitoring and effectiveness of the Average Speed Enforcement (ASE) project.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA

No formal equalities impact assessment has been carried out. However, it is not expected that there will be any disadvantage to persons with disabilities or any other relevant characteristics as there will be no change to the road network. The implementation of Average Speed Enforcement schemes should assist to improve the safety of all road users.

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

ASE will have a positive effect on the environment, as vehicular speeds will be standardised through the ASE zone. Vehicles travelling at a constant speed reduces excessive speeding and this reduces vehicle emissions.

6.6. Implications for partner organisations?

None

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

Joel Logue
Highways, Traffic and Road Safety Engineer

Directorate:

Place

Tel and email contact:

Tel: 024 7683 2160

Email: Joel.Logue@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Greg Payne	Head of Traffic and Network Management		26.11.2020	30.11.2020
Rachel Goodyer	Traffic and Road Safety Manager		26.11.2020	26.11.2020
Caron Archer	Team Leader– Traffic Management		26.11.2020	26.11.2020
Michelle Salmon/Liz Knight	Governance Services Officer	Law and Governance	26.11.2020	30.11.2020
Names of approvers: (officers and members)				
Graham Clarke	Lead Accountant	Finance	26.11.2020	26.11.2020
Rob Parkes	Team Leader	Law and Governance	26.11.2020	26.11.2020
Councillor P Hetherton	Cabinet Member for City Services		26.11.2020	30.11.2020

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

APPENDIX A –Location plan Foleshill Road ASE



This page is intentionally left blank

Cabinet Member for City Services

9 December 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Bablake, Cheylesmore, Earlsdon, Henley, Holbrook, Longford, Radford, Upper Stoke, Wainbody, Wyken

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 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 of 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 of the report have already been sent out.

5. Comments from the Director of Finance and the Director of Law and Governance

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 the Council Plan (www.coventry.gov.uk/councilplan/)?

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 change and the environment

None.

6.6 Implications for partner organisations?

None.

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

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

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	Service	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	25/11/2020	26/11/2020
Caron Archer	Principle Officer - Traffic Management	Transportation and Highways	25/11/2020	26/11/2020
Michelle Salmon	Governance Services Officer	Law and Governance	25/11/2020	25/11/2020

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

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
Measures to Discourage HGVs from Using Local Roads in Longford, Aldermans Green and Foleshill	131	Councillor Duggins	Holding	Part of petition asking the City Council to support request for Nuneaton & Bedworth Borough Council to include the Coventry's Air Quality Management Plan within its Air Quality Supplementary Document forwarded to Transport & Innovation Team for their consideration. With regards to HGV movements in the area, we are currently undertaking a review of HGV advisory routes and signing to identify what additional measures are required.	November 2020
Ban Parking on Cannon Hill Road near the Junction with Kenilworth Rd	9	N/A	Determination	Additional bollards to be installed and additional waiting restrictions to be considered.	November 2020
Introduce a Safe School Crossing for our Children on Belgrave Road	256	N/A	Holding	Investigations delayed due to the pandemic. Residents have recently been consulted on a scheme to accommodate pedestrians and the scheme design is being finalised.	November 2020
Install Speed Indicator Devices on Woodway Lane and Wigston Road	166	Councillor Ruane	Determination	Woodway Lane and Wigston Road added to the mobile vehicle-activated signs programme. Signs to be installed on Woodway Lane for a minimum of 3 months after which they will be relocated to Wigston Road.	November 2020
Zebra Crossing outside Henley Green Primary School	181	N/A	Determination	School-time advisory 20 mph speed limit recently installed. Uncontrolled crossing point, bollards on island and re-alignment of Henley Road / Wyken Croft junction to be implemented. Despite numerous attempts, it has not been possible to fill the School Crossing Patrol vacancy at Henley Green Primary School.	November 2020
Introduce Necessary Traffic Regulation Order and Signage Outside Finham Primary School	50	Councillor Blundell	Holding	Request currently being assessed.	November 2020

Traffic Calming Measures - Junction of Brownhill Green Road and Norman Place Road	81	Councillor Jandu	Holding	Proposals currently being developed and will be subject to consultation with local residents.	November 2020
Install a Pedestrian Crossing on the Junction of Holbrook Lane, Lythalls Lane and Rotherham Road	72	Councillor Lancaster	Holding	Request passed to Urban Traffic Management Control Team.	November 2020
Installation of a Zebra Crossing on Baginton Road near the Chesils, Close to the Shops	252	N/A	Holding	Request currently being assessed.	November 2020
Illegal Left Turns on the slip road Junction of the A444	112	Councillor Bailey	Determination	Additional measures currently being prepared to reinforce prohibition of left turns at junction.	November 2020
Request for Residents Parking - Mill Race Lane	21	Councillor Duggins	Holding	Parking surveys to be conducted in the new year.	November 2020
Parking Provision for Moseley Avenue / Barker Butts Lane	20	Councillor Hetherton	Determination	Additional on-street parking to be created on Moseley Avenue as part of the next review of waiting restrictions.	November 2020
Request for Traffic Calming along Valley Road up to Blackberry Lane	48	Councillor Caan	Determination	Valley Road does not meet the Local Safety Scheme criteria of 6 recorded personal injury collisions in the last 3 years (there were no personal injury collisions recorded). Details of Community Speed Watch to be provided.	November 2020

This page is intentionally left blank