

**Time and Date**

2.30 pm on Wednesday, 27th January, 2021

Place

This Meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser: https://youtu.be/x_u8YGnSdB8

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 10)
 - (a) To agree the minutes of the meeting held on 9th December 2020
 - (b) Matters Arising
4. **Objections to Proposed 20 mph Limit and Speed Cushions - Leaf Lane**
(Pages 11 - 24)

Report of the Director of Transportation and Highways
5. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 25 - 32)

Report of the Director of Transportation and Highways
6. **Outstanding Issues**

There are no outstanding issues
7. **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, 19 January 2021

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: Councillors P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation: Councillor 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, 9 December 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:

Councillor A Andrews (for the matter in minute 22)

Employees (by Directorate):

Law and Governance

L Knight, M Rose, M Salmon

Transportation and
Highways

C Archer, J Logue, J Seddon, R Smith, M Wilkinson

Apologies:

There were no apologies

Public Business

20. Declarations of Interests

There were no disclosable pecuniary interests.

21. Minutes

The minutes of the meeting held on 21st October 2020 were agreed as a true record. There were no matters arising.

22. Petition - Improve Safety at the Junction of The Chesils and Knoll Drive

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that responded to an e-petition that had been received, bearing 238 signatures, requesting measures to improve safety at the junction of The Chesils and Knoll Drive. The petition was supported by Councillor Andrews, an Earlsdon Ward Councillor, who attended the meeting along with the Petition Organisers, who spoke in support of the petition.

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 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. Upon 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 was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

The Chesils and Knoll Drive, residential roads, were both subject to a 30mph speed limit and the junction is in Earlsdon Ward and was one of a number of crossroads along The Chesils. A location plan was attached as an Appendix to the report.

The determination letter, a copy of which was attached as a further Appendix to the report, advised of the importance of targeting road safety measures in the city. To ensure funding was utilised carefully, personal injury collisions reported to the Police were used. Locations where there had been six or more reported personal injury collisions in the previous three years were 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 did not meet the safety scheme criteria.

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

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.

Councillor Andrews referred to the process for sending determination letters and asked that this be reviewed to ensure that Councillors supporting petitions were consulted prior to letters being issued.

Councillor Andrews welcomed the repair of the vehicle-activated speed limit sign and proposals to install additional crossroad warning signs on each approach to The Chesils junction and confirmed that residents had contacted the Police regarding the Community Speed Watch initiative. Acknowledging that the junction did not meet the safety scheme criteria, he outlined his concerns about the continuing danger to the community at this location and referred to the number of parents and children using this junction on route to St Thomas Moore Primary

School. Councillor Andrews asked for clarification on the distance from the school that signs could be provided and was advised by the Traffic Management Officer that signage and school warning lights were installed close to the main entrance and in the vicinity of schools to maximise effect.

The Petition Organisers gave an account of an accident they had had at the junction in 2018 whilst driving their child to St Thomas Moore primary School, that had resulted in the family car being written off and slight injuries being sustained. They were aware that many incidents had occurred at the junction that would not meet the Police criteria for being recorded but wanted to make the Cabinet Member aware of their occurrence. They were aware that a car had overturned at the junction and this was reported in the local newspaper and that there had been a fatality on nearby Baginton Road due to speeding. The junction, which they indicated was a 45 second drive from the local school, was well used by parents and children travelling to and from the school. They feared that a fatality would occur if action wasn't taken to address the dangers of the junction. The Petition Organisers requested that a 'Children Crossing' sign be installed at the junction and a 'Speed Limit' sign installed at the junction of Knoll Drive with Baginton Road for vehicles to observe as they turned into Knoll Drive. They also suggested that a raised area on the road surface would help reduce traffic speed.

The Petition Organisers also made reference to a further hard copy petition bearing approximately 400 signatures that had been submitted to the Council, that hadn't been referred to in the report. Officers undertook to investigate the concern raised.

Traffic Management Officers suggested that consideration could be given to using the Mobile Vehicle Activated Sign at the junction, also the installation of a camera for a period of time to collect vehicle and pedestrian flows data and tubes could also be put down to allow for 24 hour monitoring.

Having considered the report, the comments made by Officers, and the representations from Councillor Andrews and the Petition Organisers, the Cabinet Member requested that officers monitor the junction to collect vehicle and pedestrian flow data. She also requested that a site visit be arranged for the Cabinet Member and officers to meet with the Petition Organisers and Councillor Andrews to discuss the matter further including any potential options which could alleviate the concerns raised.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns**
- 2) Endorses the action taken to repair the vehicle-activated speed limit sign referred to in the petition and the proposal to install additional crossroad warning signs on The Chesils on each approach to the junction.**
- 3) Agrees that officers monitor the junction to collect vehicle and pedestrian flow data and arrange a site visit for the Cabinet Member and officers to meet with the Petition Organisers and Councillor Andrews, the Petition Sponsor, to discuss the matter further including any potential options which could alleviate the concerns raised.**

23. **Designated Cycle Routes - Canley and City Centre**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that sought 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.

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

Options for the provision of a temporary route between Upper Well Street in the City Centre and the Canal Basin on Leicester Row had been considered. The design of the Canal Basin Bridge across the ring road limited 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 had therefore been considered and the preferred option included widening a section of footway from Leicester Row to Ringway St Nicholas for shared use (by both cycles and pedestrians). The footway on Ringway St Nicholas was also widened and this included a section with segregation for people walking and cycling. The connection under the Ring Road at Junction 9 was facilitated by designating the footway between the slip roads for shared use. Access into the city centre was facilitated by designating a section of footway build out on Upper Well Street and the adjacent refuge for shared use.

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, had also been considered. The eastbound carriageway was considered less suitable as width was limited due to on street parking bays. The preferred option was the westbound carriageway with connecting paths at either end. The preferred and recommended option included designating a section of footway for shared use at the eastern end of the route between Cannon Hill Road and Charter Avenue and at the western end of the route from Charter Avenue to Sir Henry Parkes Road.

The off-carriageway parts of the routes would be created using Sections 65 and 66 of the Highways Act 1980, changing the footway to cycle track, so that it could be used by both cycles and pedestrians. Under the Highways Act 1980, a "Cycle Track" meant a way that carried a right of way on pedal cycles and/or on foot.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves 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 of the report.**

- 2) Approves 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 of the report.
- 3) Approves 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 of the report.
- 4) Approves 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 of the report.
- 5) Approves 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 of the report.
- 6) Approves 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 of the report.

24. **2020-21 Local Safety Scheme Programme - Average Speed Enforcement Scheme, Foleshill Road**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that proposed an Average Speed Enforcement (ASE) scheme on Foleshill Road.

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

Speeding vehicles continued to be a significant contributory factor in recorded personal injury collisions in Coventry and, although the overall collision rates were declining on Coventry's road network, the number of people killed or seriously injured remained high on major routes that carried high volumes of traffic.

In March 2018, the Cabinet approved the use of ASE on London Road and Ansty Road. Both ASE projects were introduced in January 2019, and early results were 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 had been operational since January 2020; the London Road extension had been operational since April 2020. Ansty Road extension (from Clifford Bridge Road to City Boundary) would 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:

- 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).
- 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 included a short section of Old Church Road.

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

It was 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.

RESOLVED that the Cabinet Member for City Services:

- 1) **Approves the implementation of an Average Speed Enforcement scheme on Foleshill Road from its junction with the A444 to its junction with Harnall Lane West.**
- 2) **Approves that the associated procurement process for Average Speed Enforcement equipment be undertaken and the collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).**

25. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that provided a summary of the recent Petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual Petitions were set out in an Appendix attached to the report and included target dates for action. The report was submitted for monitoring and transparency purposes.

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

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

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

26. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 10.50 am)

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Cabinet Member for City Services

27 January 2021

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:

Cheylesmore

Title:

Objections to Proposed 20mph Limit & Speed Cushions – Leaf Lane

Is this a key decision?

No

Executive Summary:

The Leaf Lane safety scheme is proposed as part of the mitigation works relating to the nearby Whitley South development. Developer funding as part of Section 106 financial contributions will be used to mitigate the impact of the new junction arrangements on residents.

Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the new Whitley Junction became operational. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning peak travel time. Observations reveal that some drivers are using Leaf Lane as a cut-through between the Stivichall Interchange and the A444 to avoid queueing traffic at this time of the day.

In August 2020, residents were consulted on a possible safety scheme on Leaf Lane. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and making part of Leaf Lane (between Gregory Hood Road and Fenside Avenue) one-way. Although the majority of responses supported the proposed measures, many residents did not support the proposed one-way system. Changes were therefore made to the scheme and the one-way system removed.

The proposed Traffic Regulation Order (TRO) to make Leaf Lane a 20mph and the Notice of Intent (NOI) to install traffic calming measures was advertised on 10th December 2020, which commenced a 21 day objection period. Nine objections and three letters of support were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

The cost of introducing the proposed safety scheme, if approved, will be funded from the Section 106 Developer Contributions.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the 20mph speed limit and traffic calming measures;
2. Subject to recommendation 1, approve the implementation of the 20mph speed limit and installation of speed cushions (Leaf Lane safety scheme).

List of Appendices included:

Appendix A – Plan of Leaf Lane
Appendix B – Copy of objections and responses
Appendix C – Copy of letters in support

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: Objections to Proposed 20mph Limit and Speed Cushions - Leaf Lane

1. Context (or background)

- 1.1 Safety measures are proposed to be installed on Leaf Lane as part of mitigation measures relating to the Whitley South development, which have included changes to provide access to Jaguar Landrover (JLR) premises. Developer funding from JLR as part of Section 106 financial contributions will be used to mitigate the impact of these changes on residents.
- 1.2 Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the new grade separated Whitley Junction became operational. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning at peak times. Observations undertaken by Council Officers reveal that drivers are using Leaf Lane as a cut-through between Stivichall Interchange and the A444 to avoid queueing traffic during the morning peak.
- 1.3 In August 2020, residents were consulted on a possible road safety scheme for Leaf Lane. The proposed road safety measures included:
- Reduce the speed limit to 20mph
 - Installing speed cushions
 - Installing a one-way system on a section of Leaf Lane between Gregory Hood Road and Fenside Avenue
 - Improving cycle facilities throughout the traffic calming measures
- 1.4 Although the majority respondents (74%) supported the proposed road safety measures, many residents did not support the proposed one-way system. Subsequently, the one-way system was removed from the proposals and changes made to the design.
- 1.5 As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit and the Notice of intent to install speed cushions were advertised in the local press and notices were posted on lamp columns in the area on 10th December 2020, advising that any formal objections should be made in writing by 31st December 2020. Nine objections and three letters of support were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

1 Options considered and recommended proposal

- 2.1 Nine objections and three letters of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix A. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
- i) make the 20 mph order and install the speed cushions as advertised;
 - ii) not to install the safety scheme.
- 2.3 **Option i)** is recommended due to the road characteristics and the recorded vehicular speeds and complaints from local residents. Leaf Lane comprises a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, often referred to as 'tunnel vision'. There is a downhill section, bend, a number of junctions, and some houses which front the road, although there is limited on-street parking for these properties and not utilised much. These factors all increase the road safety risk when drivers travel at inappropriate speeds.

- 2.4 **Option ii)** is not recommended as this section of Leaf Lane has recorded a northbound 85th percentile speeds of 39mph and southbound 85th percentile speeds of 41mph. This is significantly over the 30mph speed limit. In addition, 3 personal injury collisions casualties have been recorded over the last three-year period. This includes 1 serious personal injury. The installation of a 20mph speed limit and traffic calming measures, to make the speed limit self-enforcing will make Leaf Lane safer for all road users.
- 2.5 Three letters received in support of the speed limit reduction include comments that the 20mph speed limit and the cushions will work well together. Other comments received in support of the speed limit reduction and traffic calming measures include offering ‘full support’ to the proposals.
- 2.6 Nine objections were received and highlighted numerous concerns including the speed limit reduction is ‘bad for the environment with emissions increasing due to starting and stopping at the traffic calming measures. Other comments received objecting to the proposals included that drivers may avoid Leaf Lane and use other roads in the area creating traffic migration. The full objections and responses to the issues raised are detailed in Appendix B.

3. Results of consultation undertaken

- 3.1 A Street news consultation was undertaken in August advising 1500 residents of the proposed safety scheme, 273 responses were received. The majority of these responses rejected the proposed one-way system. However, whilst not necessarily supporting the one-way system proposal, 74% of the responses supported the installation of traffic calming on leaf lane.
- 3.2 The scheme was therefore revised, and residents advised of the new proposals
- 3.3 The proposed TRO for the 20mph speed limit and NOI for the speed cushions were advertised in the Coventry Telegraph on 10th December 2020. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 31st December 2020. Nine objections and three letters of support were received.
- 3.4 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request. Appendix C details the letters of support received.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it proposed to install the 20mph safety scheme over the coming months.

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

5.1 Financial implications

The cost of introducing the Leaf Lane safety scheme is estimated to be approximately one hundred thousand pounds, and if approved, will be funded from the Leaf Lane Works Contribution as part of Section 106 allocations.

5.2 Legal implications

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

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

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

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

6 Other implications

6.1 How will this contribute to the Council Plan

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

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of a speed limit reduction will make the road safer for all road users, as the lower speed limit will reduce the likelihood and severity of personal injury collisions.

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:

Joel Logue, Civil Engineer – Highways, Traffic and Road Safety

Directorate:

Place

Tel and email contact:

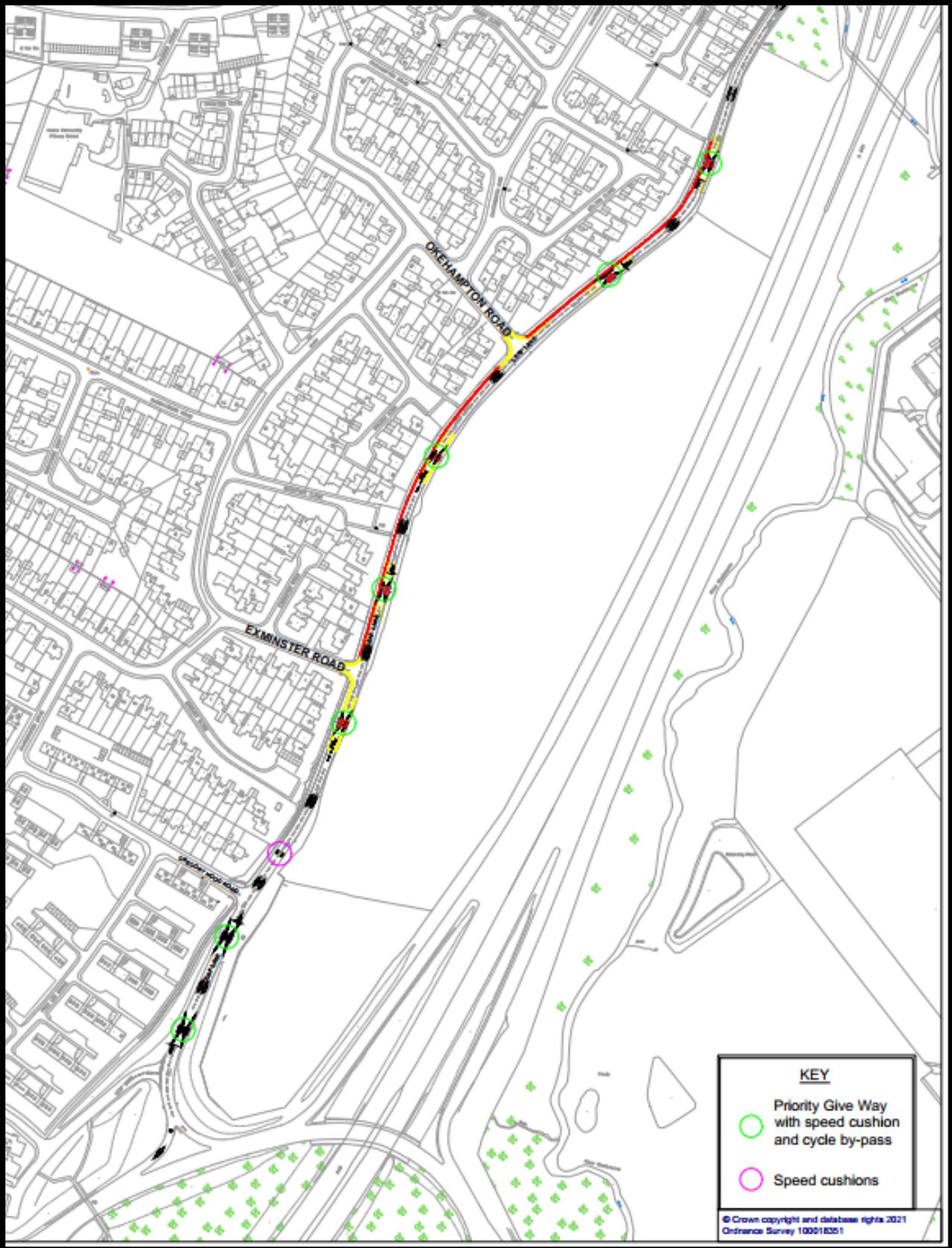
024 75270950, joel.logue@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Greg Payne	Head of Traffic and Network Management	Transportation and Highways	15.01.21	18.01.21
Rachel Goodyer	Traffic & Road Safety Manager	Transportation and Highways	15.01.21	15.01.21
Caron Archer	Principal Engineer	Transportation and Highways	15.01.21	15.01.21
Liz Knight	Governance Services Officer	Law and Governance	15.01.21	18.01.21
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	15.01.21	18.01.21
Rob Parkes	Team Leader	Law and Governance	15.01.21	18.01.21
Councillor P Hetheron	Cabinet Member for City Services		15.01.21	19.01.21

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Appendix A – Plan of Proposed Road Safety Scheme



Appendix B – Table of Objections to the Road Safety Scheme

<p>Objection 1</p>	<p>I object to the 20mph speed limit proposed for Leaf Lane and have experienced no problems with the present 30mph. I have also not witnessed any speeding. I also object to the proposal to introduce priority give ways, which were not mentioned in the draft proposal. For such a short distance it is likely to create a stop start situation leading to higher health problems due to the emissions from the vehicles.</p> <p>This is a case of “if it’s not broken then leave it alone”. You appear to want to change things for the sake of changing them.</p>
<p>Response to Objection</p>	<p>Local residents have raised concerns about the speed of vehicles since the opening of Whitley Junction. The 20mph speed limit, speed cushions and the priority give-way measures are designed to optimise road safety for all road users of Leaf Lane. Leaf Lane is a long straight and the measures are designed to ensure drivers focus on the immediate highway environment and not in the far distance in front of them – a phenomenon known as tunnel vision.</p>
<p>Objection 2</p>	<p>We agree with the proposed 20mph speed limit for Leaf Lane, but strongly oppose the use of Speed Cushions, due to the damage they cause to vehicles, and Government research has found that both Speed Cushions, and traffic calming Chicanes increase emissions, which is detrimental to the environment. The Speed Cushions will deter motorists from using Leaf Lane, and will force motorists, and those speeding, into more populated roads, where youngsters may be playing, or walking to school, pedestrians crossing roads to shops, or bus stops etc. Junctions such as Leamington Road/Baginton Road are busy enough without extra traffic pushed in that direction. Speeding motorists is not unique to Leaf Lane. It’s going on regularly in Dawlish Drive, Babbacombe Road, Exminster Road, Knoll Drive, Watercall Avenue, The Chesils, Dillotford Avenue, Fenside Avenue, and maybe across the City Your proposal will only push Leaf Lane’s problem elsewhere and make all the surrounding roads a more dangerous place to be.</p> <p>It would also be beneficial, and safer to both cyclists, and pedestrian traffic, to encourage cyclists to use the more populated roads, and off Leaf Lane.</p> <p>The funds to pay for such a scheme would best be spent on enforcement, preventing speeding and dangerous driving, and preventing you spending more money on traffic calming on the next street that somebody complains about.</p>
<p>Response to Objection</p>	<p>A 20mph speed limit through signage alone is not effective on long straight roads. Subsequently, physical measures such as speed cushions are used to ensure the speed limit is adhered to. Vehicles travelling at 20mph instead of driving at high speed then slowing down should not be detrimental to vehicle emissions. In terms of traffic migration, we will undertake post installation surveys to evaluate the effects of the scheme on surrounding roads.</p>
<p>Objection 3</p>	<p>You claim that there are concerns about vehicles speeding. If people don't respect the speed limit, what makes you think changing the speed limit will work? Secondly, there is no reason to lower the speed limit as 30mph is a perfectly adequate speed for a stretch of road with no pedestrian access, no driveway exits, no hidden exits, no parking allowed, no houses. You claim that there are concerns about drivers using Leaf Lane as a "cut-through". The purpose of Leaf Lane is to provide access to the neighbourhood just west of it. It is meant to be a high traffic road. If you limit traffic on this road, everyone will make their way through the other streets, packed with park cars, and children, and homes, and driveways. What is the reasoning of cutting traffic through a street purposefully designed for relatively high volume traffic, and shifting all that traffic through streets that cannot accept that traffic safely?</p>

	<p>The speed limit of 20mph is completely unacceptable for a main road into a large neighbourhood, particularly when that road does not even have any driveways exiting into it. Installing speed cushions on a main access road makes no sense. It is well known by anyone that has ever driven a car over a speed cushion that if the limit on that road is 20mph, going over that cushion at 20mph will wreck your car. If you are so concerned about speeding, install a speed camera. The layout of the one way system makes no sense, as it is installed in an area where two way traffic does not create any sort of risk to anyone or anything. There aren't even houses on that stretch of road. What's more, this one way system is placed in an area of poor visibility from both sides. Drivers coming into Leaf Lane off of the Stivichall Interchange cannot see any traffic coming through the one way system, and drivers coming south on Leaf Lane cannot see the one way system on account of the hill top right in front of Gregory Hood Road. Then there is the matter of this one way system complicating matters even more when coming into Leaf Lane from Festival Pub, an exit with very poor visibility to the right, and now a one way system to the left. Who is this one way system supposed to help? As far as i can tell, it just makes life difficult for drivers, and when drivers are placed in difficult situations, they make mistakes.</p>
<p>Response to Objection</p>	<p>Residents have raised concerns, and officers have conducted extensive observations that some vehicles may be travelling at excessive speeds on Leaf Lane. Reducing the speed limit to 20mph coupled with physical traffic calming measures will create a safer road environment for all road users. Residents raise concerns that since the opening of the Whitley Junction; vehicles are using Leaf Lane from Stivichall Interchange to A444 during peak times. Observations have confirmed this. Speed cushions are self-enforcing and are proven techniques used to ensure speed compliance. Vehicles traveling over speed cushions at appropriate speeds will not result in any damage to their vehicles. This location is unsuitable for speed cameras. The one-way system is aimed to reduce vehicles using Leaf lane as a cut-through. However following the initial informal consultation, this technique has been removed from the scheme as 66% of residents objected to it.</p>
<p>Objection 4</p>	<p>The grounds for our objection start with the lack of evidence in favour of the change. Can you please supply 3 years history of road traffic collisions in that specific area? Including casualties. Evidence of recorded excess speeding over a prolonged period of time. Preferably including evidence from before the main island was being modified for the Whitley expansion. Evidence of through traffic accessing London road using Leaf Lane as a cut through. Again preferably including evidence from before for the island modification. The number of vehicles traveling through this area. Furthermore, the area in question has no residential frontage. There is a cycle path that avoids this section. There are no foot paths next to the majority of this section of road. As such and in the absence of thorough supporting information requested above we fail to see the justification for any change in the road furniture or speed. We believe that implementing this measure will:</p> <p>Increase emissions in this area which will increase air pollution for any ambulating or cycling member of public in a larger local area. Increase the risk of accidents when people try to negotiate this area. Increase in road rage of people who have not been allowed through appropriately. Cause a hindrance to the emergency services accessing the main road network from this residential area as well as accessing this residential area from the main roads.</p>
<p>Response to Objection</p>	<p>This scheme is not a Local Safety Scheme. It is a developer funded scheme aimed at mitigating the impact of the new grade separated Whitley Junction. The scheme considers the impact to residents including traffic volumes, speeds and feedback from residents. We have received considerable complaints from residents about traffic volumes and speeds. Residents have confirmed that traffic volumes have increased considerable since Whitley Junction has opened. Officers have observed the increases in traffic volumes at peak times and excessive speeding. There has been 3 personal injury collisions on Leaf Lane over the last 3 year period, including 1 serious. Our speed surveys show that vehicular speeds are excessively over the 30mph speed limit, and the northbound 85th percentile speeds are recorded as 39mph and the northbound 85th percentile speeds are recorded as 41mph. This</p>

	<p>is significantly over the 30mph speed limit. Vehicles travelling at 20mph instead of driving at high speed then slowing down should not be detrimental to vehicle emissions. In terms of traffic migration, we will undertake post installation surveys to evaluate the effects of the scheme on surrounding roads. The measures have been carefully designed to not have any detrimental effects on emergency vehicles.</p>
Objection 5	<p>I'm writing regarding the proposed updated road safety scheme on Leaf Lane. Me and my wife are homeowners at Postbridge Road, both commuting to work using Leaf Lane. I greatly appreciate your endeavour to improve the safety of that road. As an avid cyclist, I cycle along Leaf Lane to work at the University almost every day. I'd like to object to one of the proposed measures however - precisely the speed cushions. As an objection must state the grounds - speed bumps are proven by UK scientists to negatively affect the surrounding environment, they increase the noise and pollutions generated by 2 to 3 times. The reason is that cars will stop and the accelerate aggressively after the bump, which is awful for local residents and any unlucky cyclists to be around. Another bad side-effect is that cyclists, capable of taking over cars on speed bumps, end up being passed multiple times by the same car. This multiplies the risk probability. Considering these facts, I find it difficult to agree with the concept of speed bumps on this road, and therefore object to this solution. Let me note however I really appreciate your efforts and hope you'll find a better, more suitable solution.</p>
Response to Objection	<p>The speed cushions have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. Drivers and cyclists are responsible for their own behaviour and are expected to travel safe on all roads. Traffic calming ensures speed compliance and this creates a safer environment for all road users, including vulnerable road users.</p>
Objection 6	<p>I am writing to you to object to the revised traffic calming scheme for Leaf Lane. I think it is inadequate and will not resolve the traffic problems. The problems faced by residents living on Leaf Lane are The volume of traffic using Leaf Lane as a cut through. The speed of that traffic which is excessive and dangerous. The road noise created by speeding traffic. Litter problems, food wrappers, cans, bottles etc being discarded from passing vehicles. Heavy goods vehicles using Leaf Lane, a road not suitable for vehicles of that size, which have to mount the pavements to negotiate junctions. Local residents were asked their opinions of the traffic calming scheme, 66% objected to the one way system. Most of those will be motorists whose journey time and distance will be increased by the proposed one way system. A slight inconvenience. I do not consider that to be a relevant objection, and in fact many of those local residents will be contributing towards the problems, speeding. As a resident of Leaf Lane I believe that those living on Leaf Lane are most affected by the traffic problems, therefore their opinions are more relevant. Coventry city council has the opportunity to resolve the traffic problems and that decision must be made by them for the right reasons, road safety, traffic calming and to improve the lives of those who are directly affected. If Leaf Lane was made a no entry at both ends that would return Leaf Lane to local traffic use, thereby reducing the majority of the problems listed above. Your revised proposals will not reduce the volume of traffic, the littering problems or the inappropriate use of Leaf Lane by HGV's. I agree that any traffic calming measures will have some positive benefits for the local residents, but think more has to be done to address these problems.</p>

<p>Response to Objection</p>	<p>We consulted on a one-way system aimed at prohibiting vehicles from using Leaf Lane as a cut through. 66% of residents objected to the proposal and subsequently, we redesigned the scheme. . Our speed surveys show that vehicular speeds are excessively over the 30mph speed limit, and the northbound 85th percentile speeds are recorded as 39mph and the southbound 85th percentile speeds are recorded as 41mph. This is significantly over the 30mph speed limit. The installation of a 20mph speed limit and traffic calming measures will make Leaf Lane safe for all road users.</p>
<p>Objection 7</p>	<p>I object to the above on the following grounds, Increased air pollution due to vehicles braking and accelerating and possibly stopping at the humps. Increased noise levels for residents due to vehicles braking, hitting the humps and then accelerating. Increase in traffic on residential streets as drivers find alternative routes to avoid excessive number of speed humps on Leaf Lane. The excessive number of humps on a relatively short road will increase noise and air pollution. The number of humps should be dramatically reduced to lessen the impact of noise and air pollution. No traffic census has been carried out to see how many vehicles use Leaf Lane as a cut-through: In my experience the majority of vehicles turn left onto Black Prince Avenue and do not continue along Leaf Lane to the JLR bridge.</p>
<p>Response to Objection</p>	<p>The speed cushions have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. The width of the speed cushions ensure that vehicles can traverse without making significant airborne vibrations. Post installation surveys will be conducted to ensure the problems are not migrated to other roads. Vehicular speeds are excessive on Leaf Lane and are significantly higher than 30mph. The number of speed cushions are essential to optimise speed compliance. Residents have raised concerns about the high numbers of vehicles using Leaf lane as a cut-through.</p>
<p>Objection 8</p>	<p>I do not believe that there is a need to continue to punish motor vehicle drivers in this city, nor throughout this country, with obstacle courses in the roads. I would object to the scheme proposals on these grounds. I believe that the way forward would be to educate drivers to be better, more courteous drivers with regards to other road users and to local residents. In response to the allegations of 'speeding vehicles' along leaf Lane. I would ask if these vehicle drivers have been penalised for this with speed awareness courses to remind them of their obligations in this regard, and if not, why not? If the allegations of 'speeding vehicles' is a real and frequent occurrence, could speed limit signs with greater impact be proposed instead? For example, large sized signs with high impact yellow surrounds at both ends of leaf Lane, refreshment of the existing reminder signs and adding to them along the length of leaf Lane, and/or illuminated reminder signs as used elsewhere in Stivichall and beyond? The speed limit on Leaf Lane was lowered from 40mph to 30mph in relatively recent times as it is, better, higher impact signage could, I believe, make lowering the limit still further to 20mph unnecessary. I believe that the above could mitigate the need for the proposals, and so I would object to the scheme proposals on these grounds.</p> <p>I believe that constant stop-start driving on the roads, as required by schemes such as the above, uses more fuel = greater emissions and greater expense to drivers; more wear and tear to vehicles = reduced vehicle component lifespan and greater maintenance costs to drivers. I would object to the scheme proposals on these grounds.</p> <p>I believe that such installations on the roads require maintenance in themselves, and refreshment of road markings at suitable intervals. This incurs ongoing costs and is not always carried out in my experience, resulting in the roadways becoming tatty and scruffy with the installations losing their impact and effectiveness. I would object to the scheme proposals on these grounds. I do not believe that the proposed measures will necessarily deter the alleged use of Leaf Lane as a 'cut-through'. Leaf Lane is a road like any other, as a means to travel from one end of it to the other. I believe that if allegations of Leaf Lane being</p>

	<p>used in this way are true, then I believe that road users would still do this despite the proposed measures rather than seeking an alternative route. I would object to the scheme proposals on these grounds. I believe that the use of a 'priority give way' functionality at the Stivichall Interchange end of the stretch between there and Gregory Hood Road will risk traffic building up and risk a queue forming on the Interchange itself. This brings with it obvious issues, including road safety issues. I would object to the scheme proposals on these grounds. Finally, I believe that the council funds which are being proposed for this scheme be better spent on restoring pedestrian pavements in Leaf Lane, and surrounding streets, some of which are either overgrown and/or in very poor states of repair. I would also believe that that the council funds which are being proposed for this scheme be better spent on restoring pedestrian subways and footbridges across the Stivichall Interchange which are also in very poor states in some cases (although I do believe that there are some proposals in hand for some of this part of the Council's estate)? I believe that such improvements to the area would offer better value for money, and so I would object to the scheme proposals on these grounds.</p>
Response to Objection	<p>Road safety education programmes are very effective, however, Coventry City Council does not have this resource currently. In terms of enforcement, West Midlands Police are responsible for enforcing the speed limit and not Coventry City Council. Speed limit repeater signs are not permitted on 30mph roads. They are not very effective on long-straight roads. The speed cushions have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. The speed cushions will be maintained through our maintenance programme. Post installation monitoring will evaluate the effects of the scheme to avoid negative impacts such as queueing. This scheme is being funded through developer contributions.</p>
Objection 9	<p>Whilst I support these measures, they need to go further, as Leaf Lane is still subject to tailgating (when cycling) heading northwest towards the junction with the A444. This is because of the combination of the road running uphill, drivers accelerating in anticipation of joining a busier road, and the need for cycles to turn right with fast flowing traffic behind them. It is a classic case of a road which is far more hazardous in one direction than the other. The section on the other side of the A444 is also problematic because it is a very narrow and winding road. Most drivers are aware of this, and hence they drive to the conditions, not the speed limit, but I really hope the council is able to make the entire road a 20mph limit as soon as possible.</p>
Response to Objection	<p>The new scheme is aimed at making Leaf Lane as safe as possible for all road users. Post installation monitoring will be conducted to ensure its objectives are realised. The Council will examine other roads in the area and take appropriate road safety intervention as necessary.</p>

Appendix C – Table of Letters of Support

Support 1	<p>I am writing with regards to the new proposal for traffic on Leaf Lane. I'm happy you are proposing to withdraw the idea of making the road one way. Thinking about it surely that would have just made it a 2 lane race track with plenty of opportunity for racing!</p> <p>I think the idea of speed cushions and cycle by passes is a good one and would work well. However, have you considered an average speed camera at each end of the lane? It seems to work well on London Road and I would have thought cheaper to install?</p> <p>Just a suggestion but we are happy you have listened to the public and re looked at the proposals</p>
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Support 2	<p>I have now spoken with Joel (on copy) about the above. Joel explained to me the extent of proposed traffic calming measures and I am now in full agreement with these. Please therefore remove me from any list of objectors which you might have and do add me to those who wish the project to proceed as outlined.</p>
Support 3	<p>I am really pleased and would like to express my thanks to you for all that you have done towards achieving this outcome</p>

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Cabinet Member for City Services

27 January 2021

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, Foleshill, Holbrook, Longford, St Michael's, 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: modern.gov.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 will be sent out by February 2021.

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	15/01/2021	15/01/2021
Caron Archer	Principle Officer - Traffic Management	Transportation and Highways	15/01/2021	15/01/2021
Michelle Salmon	Governance Services Officer	Law and Governance	15/01/2021	15/01/2021

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
Parking spaces at Hipswell Highway	50	N/A	Determination	Location to be added to verge scheme request list; bollards to be installed to protect pedestrian crossing point.
Speed Measures on the A444 between Binley Road and Heath Crescent	14	N/A	Determination	No proposals to change speed limit, which was determined in accordance with national guidance according to nature of road. Recommend that petitioners contact developer to request measures to shield properties from traffic noise.
No Parking for Gurdwara Customers in Honeyfield Road, Lewis Road and Edmund Road	18	N/A	Holding	Parking surveys to be undertaken when COVID19 lockdown restrictions have been lifted.
Parking at Daventry Road Shopping Centre	459	Councillor Bailey	Determination	Changes to parking bays were introduced on a temporary basis to facilitate social distancing. When social distancing guidance is withdrawn, local consultation will be undertaken to determine whether the temporary layout is made permanent or the previous layout is reinstated.
Install a Pedestrian Crossing on the Junction of Holbrook Lane, Lythalls Lane and Rotherham Road	72	Councillor Lancaster	Determination	Junction to be considered for inclusion in future year's Urban Traffic Management Control (UTMC) capital programme.
Safety of Pedestrians and Property at Malmesbury Road and Charlecote Road	20	Councillor Lancaster	Determination	Location to be added to verge scheme request list; however, requests are prioritised in line with the verge protection policy, which gives greater priority to roads on major routes.

Request for a Pedestrian Crossing – Coundon Wedge Drive	655	Councillor Williams	Holding	Crossing count and traffic survey to be undertaken when schools are fully open and standard count (7am – 7pm) can be conducted during daylight hours.
Request for Pedestrian Crossings on Bell Green Road	67	N/A	Determination	Traffic signal junction at Bell Green Road / Proffitt Avenue / Sewall Highway has not been prioritised for upgrading as part of the current UTMC programme. Crossing count undertaken at junction with Clark St showed that location does not meet criteria for zebra crossing. However, Average Speed Enforcement is to be introduced on Bell Green Road which should assist to improve road safety. The road will also continue to be monitored as part of the annual review of recorded personal injury collisions.

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