



Cabinet Member (City Services)

Time and Date

10.00 am on Tuesday, 26th March, 2013

Place

Committee Rooms 2 and 3, Council House, Earl Street, Coventry

Public Business

1. **Apologies for Absence**
2. **Declarations of Interest**
3. **Minutes of Previous Meeting** (Pages 3 - 8)
 - (a) To agree the minutes from the Cabinet Member meeting held on 19th February, 2013
 - (b) Matters Arising
4. **Petition - For a Pedestrian and Cycle Crossing Facility on Hearsall Common at the Junction with Earlsdon Avenue North** (Pages 9 - 16)

Report of the Director of City Services and Development

To consider the above petition, bearing 196 signatures (163 paper signatures and 33 e-signatures) which has been submitted by Councillor B Singh, a Whoberley Ward Councillor, who has been invited to the meeting for the consideration of this item.
5. **Petition - Request for Traffic Calming Measures in Glendower Avenue, Brookside Avenue and Wildcroft Road** (Pages 17 - 24)

Report of the Director of City Services and Development

To consider the above petition, bearing 506 signatures (486 paper signatures and 20 e-signatures) which has been submitted by Councillor B Singh, a Whoberley Ward Councillor, who has been invited to the meeting for the consideration of this matter.
6. **Petition - Requesting that the City Council Installs Heritage Lighting around Stoke Green** (Pages 25 - 30)

Report of the Director of City Services and Development

To consider the above petition, bearing 48 signatures which is being supported by Councillor Townshend, a Lower Stoke Ward Councillor, who has been invited to the meeting for the consideration of this matter along with the petition organiser.

7. **Petition - Requesting the City Council takes Immediate Action to Resurface Grafton Street and Bramble Street** (Pages 31 - 36)

Report of the Director of City Services and Development

To consider the above petition, bearing 52 signatures, which has been submitted by Councillor Akhtar, a St Michael's Ward Councillor, who has been invited to the meeting for the consideration of this item.

8. **Outstanding Issues** (Pages 37 - 42)

Report of the Director of Customer and Workforce Services

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

Bev Messinger, Director of Customer and Workforce Services, Council House Coventry

Monday, 18 March 2013

Note: The person to contact about the agenda and documents for this meeting is Liz Knight, Governance Services Officer, Telephone 024 76833073 E-mail - liz.knight@coventry.gov.uk

Membership: Councillor L Harvard (Cabinet Member)

By invitation Councillor A Andrews (Shadow Cabinet Member)

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

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CABINET MEMBER (CITY SERVICES)

19th February, 2013

Cabinet Member

Present:- Councillor Harvard

By Invitation:- Councillor O'Boyle (for items in Minutes 79 and 80 below)

Employees Present:-
C. Archer (City Services and Development Directorate)
P. Boulton (City Services and Development Directorate)
N. Cowper (City Services and Development Directorate)
C. Knight (City Services and Development Directorate)
L. Knight (Customer and Workforce Services Directorate)
M. Smith (Finance and Legal Services Directorate)

Apologies: Councillor Akhtar
Councillor Andrews, Shadow Cabinet Member

Public Business

77. Declarations of Interest

There were no declarations of interest.

78. Minutes

The minutes of the meeting held on 22nd January, 2013 were signed as a true record. There were no matters arising.

79. Report Back on Petition – Concerns about Traffic Movements around the Cambridge Street Mosque and the Risks to Young People

Further to Minute 48/11, the Cabinet Member considered a report of the Director of City Services and Development which reported back on the actions taken in response to the consideration of a petition by the Cabinet Member (City Services) at his meeting on 13th December, 2011. The petition was from local residents who were expressing concerns about traffic movements around the Cambridge Street Mosque when the Madrasah was open. Councillor O'Boyle, a St Michael's Ward Councillor, who submitted the original petition attended the meeting and spoke on behalf of the petitioners. The petition organiser was invited but was unable to attend.

The report detailed the decisions of the previous meeting and how these had been progressed.

The Madrasah provided religious education for up to 350 students on weekdays between 5.00 p.m. and 7.00 p.m. daily at the Cambridge Street Mosque. The Mosque had a large car park which was off Cambridge Street. Cambridge Street was a residential road which was heavily parked at the time that the young people attended the Madrasah. It was prohibited to turn right from Cambridge Street into Stoney

Stanton Road. A location plan was attached at an appendix attached to the report. Reference was made to the localised congestion that occurred around the entrance to the Mosque.

Enforcement of the waiting restrictions had continued as part of the Civil Enforcement Officers regular operational procedures. No information was available regarding the enforcement by the Police of the no right turn ban but the Cabinet Member was informed that contraventions continued to be observed.

The organisers of the Madrasah had used newsletters to request that parents park considerately for the safety of the young people. They continued to be proactive in this regard, but had not requested assistance from the Council's Road Safety Team.

The senior members of the Mosque had also considered widening the entrance/exit of the car park to make it easier to manoeuvre. However, agreement needed to be obtained for a BT telegraph pole to be relocated to achieve this before the necessary permissions could be sought for these highway works. The utility company, BT Openreach, had been contacted and an estimate was awaited.

Reference was made to the previous suggestion to use zig-zag markings and/or flashing warning lights, similar to those used outside schools and to the relevant Regulations. It could be argued that the Madrasah could be considered as meeting the criteria to use the word "CHILDREN". However, it should be noted that the overall length of the marking must not be less than 26.5 m nor more than 44.5 m. At its minimum, therefore, if this marking was used it would extend from the end of the double yellow lines at the junction with Stoney Stanton Road across the entrance to the Mosque and to the boundary between 154 and 152 Cambridge Street. To make the marking enforceable would require a Traffic Regulation Order where the times of operation could be specified. However, the use of flashing warning lights with a triangular sign warning of children would not be permitted.

An alternative to the use of yellow zig-zag markings, would be to consider the introduction of a waiting restriction which prohibited parking at certain times of day and on specified days of the week to improve road safety. A no waiting restriction denoted by a single yellow line could be introduced to operate Monday to Sunday, 5pm to 8pm, on the northern side of Cambridge Street between the access to the Mosque and the start of the no waiting at any time restriction, a distance of approximately 19 m. This option was discussed at a site meeting on 30th November, 2012 which was attended by the Cabinet Member (City Services), the local ward Members and representatives of the Mosque Committee. At this meeting, the option of revoking the right turn ban was also discussed but not supported. The potential of a one-way system on Cambridge Street was also discussed but was not supported in view of the potential impact on Keppel Street and Wright Street.

In the light of the discussions which took place at this site meeting, it was recommended that the no waiting restriction as detailed above be introduced. Councillor O'Boyle expressed support for this approach requesting the restriction be introduced as soon as possible.

RESOLVED that, after due consideration of the report and the matters raised at the meeting, approval be given that the advertisement of a no waiting

restriction extending 19m on the north side of Cambridge Street between the existing extent of the no waiting at any time restriction and the access to the Mosque. The restriction would operate Monday to Sunday, 5.00 p.m. to 8.00 p.m.

80. Report Back on Petition – Removal of Flowerbeds from Stockton Road

Further to Minute 26/12, the Cabinet Member considered a report of the Director of City Services and Development which reported back on the results of a traffic survey undertaken in response to the consideration of a petition by the Cabinet Member (City Services) at his meeting on 7th August, 2012. The petition was from local residents who were requesting the removal of the flowerbeds in Stockton Road to allow for additional parking. Councillor Akhtar, a St Michael's Ward Councillor, who submitted the original petition and the petition organiser were invited to the meeting but were unable to attend. Councillor O'Boyle, also a St. Michael's Ward Councillor attended and spoke on behalf of the petitioners.

The report indicated that Stockton Road was a residential road in Hillfields. There was a one-way system in operation from Hartlepool Road to Redcar Road into Stockton Road. This scheme was introduced more than 10 years ago and chicanes were built in Hartlepool Road and Stockton Road to provide traffic calming and sheltered parking bays. The chicanes had flower beds on them. In some sections of the road, these chicanes meant that residents were able to park in an echelon arrangement which allowed more vehicles to park along a stretch of road.

These parking arrangements on Stockton Road had been reviewed. A site visit was made at 12 noon and 10 pm on a Monday to assess parking levels on a typical weekday during term-time. It was observed that on Stockton Road the predominant parking style was parallel to the kerb, with a short section which was parked echelon style. At the same time, the parking arrangements on Hartlepool Road and Redcar Road were also observed. On Hartlepool Road, the areas of echelon and parallel style parking alternated. On Redcar Road, there was parallel parking on both sides.

The Cabinet Member was informed that the complete removal of the chicanes on Stockton Road would create an additional eight spaces (approximately). In addition, the removal of the chicanes in Hartlepool Road would also create an additional eight spaces (approximately).

At the time of the site visits free parking spaces were observed on both Stockton Road and Hartlepool Road. Consequently it was suggested that the chicanes were not removed but the demand for parking was kept under review.

Councillor O'Boyle drew attention to waiting restrictions in the locality that were not necessary and suggested that they be removed.

RESOLVED that, after due consideration of the report and the matters raised at the meeting:-

(i) Approval be given that the chicanes are not removed at the current time but that the demand for parking on Stockton Road, Redcar Road and Hartlepool Road is kept under review.

(ii) Officers be requested to undertake a review of the existing waiting restrictions in the locality of Stockton Road , Redcar Road and Hartlepool Road and report any possible changes directly to the Cabinet Member and the local Ward Councillors.

81. Report Back on Petition - Seashell Close Surface Water Drainage

Further to Minute 28/12, the Cabinet Member considered a report of the Director of City Services and Development which reported back on the results of consultations and investigations into the adequacy of the existing drainage arrangements at Seashell Close off Browns Lane in response to the consideration of a petition by the Cabinet Member (City Services) at his meeting on 7th August, 2012. The petition was from local residents who were concerned about the surface water drainage serving Seashell Close. The petition organiser Mr Gazey, a former Bablake Ward Councillor, who submitted the original petition attended the meeting and spoke on behalf of the petitioners. Mr Mitchell, a lead petitioner also attended and outlined his concerns. A letter from Mr Mitchell was tabled at the meeting.

The report indicated that since the previous Cabinet Member meeting, officers from the Council's drainage team had been in regular communication with the lead petitioner Mr Mitchell, developer Bellway Homes, Jephson Housing Association and the Management Company C P Bigwood. Meetings were held with residents on 13th September and 7th December, 2012 to further discuss on-going concerns of surface water flooding, both to better understand the issues and to appraise them of the proposed meetings with the other parties and the agreed outcomes.

On 6th November, 2012 officers met with the representatives from Bellway Homes, Jephson Housing Association and C P Bigwood. At this meeting Bellway agreed to the installation of a rodding point. It was also agreed that the management company would review their maintenance schedule for the site and in particular the vicinity of 35 Seashell Close. Additionally they would carry out tests and observations in an attempt to determine the discharge rate of the read soakaway. Following the installation of the rodding eye, a site meeting was held with all the parties on 7th December, 2012. At this stage the water levels in both soakaways were monitored, and the levels were noted as half empty which was in accordance with the relevant technical standards contained in BRE 365.

The Cabinet Member was informed that the last reported flooding to the garage of 35 Seashell Close was 28th June, 2012. There had been no further reports of flooding at this location, most notably in November /December 2012 or January 2013, through a prolonged and sustained rainfall period.

The original soakaway was designed to cope with a storm return period of 10 years. On 28th June, 2012 the Met Office rainfall data indicated 10.8mm of rain fell in Coventry with a peak intensity of 45.6mm/hr. This equated to approximately a 1 in 25 year return period over a duration of 60mins. The additional soakaway which was constructed in 2012 was designed for a 1 in 30 year event and had not surcharged or flooded to the Council's knowledge.

Officers had requested that Bellway Homes / C P Bigwood monitor the depth of water in the soakaways over a period of weeks to enable determination of the actual

percolation rate. This information had not been submitted to the Council. A further measure had been requested to provide and install a non-return valve at the connection point from 35 Seashell Close to the discharge pipe to the soakaway at the rear. This would help to prevent flooding to the garage at 35, as the valve would prevent water backing up and discharging to the front of the property, in the event that the rear soakaway was at capacity.

Mr Mitchell outlined his concerns at length. Particular reference was made to the flooding that occurred on 28th June, to the volume of rainfall on this day and to his concerns about the performance of the soakaway. A tanker had been used to drain off the excess water. A request was made for a dipping point which would enable water levels to be monitored.

RESOLVED that, after due consideration of the report and the matters raised at the meeting, it be accepted that the Council as Lead Local Flood Authority have reviewed the design standards, worked closely with the developer Bellway Homes, Jephson Housing Association, other private owners and the Management Company C J Bigwood with a view to resolving the flooding issues in the vicinity of Seashell Close and that officers report back after six months on the following issues identified during the meeting:

(i) To determine the level of the inlet to the catchpit and soakaway.

(ii) Request that the non-return valve is installed by the developer Bellway Homes at 35 Seashell Close.

(iii) Request that the developer provide evidence of the discharge rate of the rear soakaway.

(iv) Request the installation of a dipping point to allow for easy monitoring of water levels.

82. Outstanding Minutes

The Cabinet Member noted a report of the Director of Customer and Workforce Services on the outstanding issues relevant to his portfolio. Items 1,5 and 6 on the list relating to Petitions concerning Cambridge Street Mosque, Stockton Road and Seashell Close were dealt with at this meeting (Minutes 79, 80 and 81 above refer). Item 2 on the list concerning 'Petition - Request for Clutter and Obstructions on the Highway to be Removed' was deferred until the meeting to be held in June, 2013.

83. Other Urgent Items of Public Business

There were no other items of public business.

Note: The meeting concluded at 10.40 a.m.

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Cabinet Member (City Services)

26 March 2013

Name of Cabinet Member:

City Services – Councillor Lindsley Harvard

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

Whoberley

Title:

Petition for a pedestrian and cycle crossing facility on Hearsall Common at the junction with Earlsdon Avenue North

Is this a key decision?

No

Executive Summary:

A petition with 196 signatures has been presented by Councillor Bally Singh to request the introduction of pedestrian and cycle crossing facilities at the junction of Hearsall Common and Earlsdon Avenue North. In accordance with the City Council's procedure for dealing with petitions, those relating to requests for pedestrian and cycle crossings are heard by the Cabinet Member (City Services).

The cost of providing new pedestrian and cycle crossings is usually funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. However, the junction is located on National Cycle Network route no. 53 (NCN 53) and is also part of the Cycle Coventry scheme being funded from the Local Sustainable Transport Fund (LSTF) awarded to City Council.

Recommendations:

The Cabinet Member (City Services) is recommended to approve that:

- i) having noted the concerns of the petitioners and considered the need to provide improved sustainable transport facilities at this location, additional pedestrian and cycle crossing facilities are provided on the South and West arms of the junction
- ii) Approve that the cost of the works is taken from existing Cycle Coventry LSTF funding.

List of Appendices included:

Appendix A - Location Plan

Other useful documents:

Cabinet Report, 23rd October 2012. Cycle Coventry - Local Sustainable Transport Fund

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 for a pedestrian and cycle crossing facility on Hearsall Common at the junction with Earlsdon Avenue North

1. Context (or background)

- 1.1 A petition with 196 signatures has been presented by Cllr B Singh requesting improved cyclist and pedestrian crossing facilities at the junction of Hearsall Common and Earlsdon Avenue North. A location plan can be found in Appendix A. The petition states “We urge the council to use funding from the Cycle Coventry scheme, to build a safer crossing for cyclists and pedestrians opposite Hearsall Common.”

2. Options considered and recommended proposal

- 2.1 NCN 53 is a national cycle route between Peterborough and Birmingham, passing through Coventry city centre. The national route forms a strategic part of the Coventry cycle network linking the city centre to Bannerbrook Park on the western boundary and to Walsgrave on Sowe on the eastern boundary. The Cycle Coventry scheme is a £6.9 million investment to improve the cycle network and encourage greater use of sustainable transport in the north east and south west areas of the city.
- 2.2 Hearsall Common and the junction with Earlsdon Avenue North is on the route of NCN 53 and is one of the key junctions being improved as part of the LSTF funded Cycle Coventry scheme. Hearsall Common, Earlsdon Avenue North, Queensland Avenue and Hearsall Lane are all heavily trafficked roads which form a cross roads at the north east corner of Hearsall Common.
- 2.3 Signal controlled pedestrian crossing facilities are currently provided at the junction across Queensland Avenue and Hearsall Lane. There are no signal controlled crossing facilities across Earlsdon Avenue North and Hearsall Common.
- 2.4 Located near to the junction are bus stops for bus services to University of Warwick, Tile Hill, city centre and Earlsdon. These services have a high number of passengers throughout the day.
- 2.5 There are three primary schools located near to the junction; All Souls RC Primary School, Hearsall Primary School and Earlsdon Primary School.
- 2.6 Accident data for the last three years on Hearsall Common from the Canley Road junction to the Earlsdon Ave North junction shows there has been 12 no. accidents and 15 no. casualties. Of the 15 no. casualties, 4 no. were pedestrians.
- 2.7 The Cycle Coventry project aims to provide improved facilities for cyclists and pedestrians to encourage the use of sustainable transport including cycling and walking. Further signal controlled cycle and pedestrian crossing facilities will be provided at the junction to enable safer crossing of Hearsall Common and Earlsdon Avenue North. The junction will be totally refurbished with a new controller, MOVA vehicle detection and link to SCOOT. The junction will be “reactive” which will improve traffic flows and will mitigate the impact of the additional pedestrian and cycle crossing facilities.
- 2.8 The junction will also be linked to the new Toucan crossing being installed near Canley Road to enable bus priority.

2.9 Furthermore, as part of the Cycle Coventry project a Toucan crossing is to be installed on Hearsall Common just east of the junction with Canley Road. The Toucan will provide a safe crossing of Hearsall Common and will link the existing footway and cycleway to the north of Tile Hill Lane with the proposed shared use footway on the south of Hearsall Common.

3. Results of consultation undertaken

3.1 Consultation has been carried out with the Cycle Coventry Cyclists Advisory Group. The advisory group support the proposed junction improvements and the new Toucan crossing near to Canley Road.

3.2 In accordance with the Road Traffic Regulation Act 1984 (Section 23), when introducing new pedestrian crossing facilities, the Local Authority is required to:

- Consult with the Chief Officer of the Police;
- Give public notice of the proposal;
- Inform the Secretary of State in writing.

This will be carried out in advance of the work commencing.

4. Timetable for implementing this decision

4.1 The new pedestrian crossing facilities are to be included in the proposed Cycle Coventry project to improve cycling and walking facilities across Hearsall Common. The works are programmed for 2013/14.

5. Comments from Director of Finance and Legal Services

5.1 Financial implications

The costs of providing the proposed pedestrian crossing facilities is estimated to be between £100K to £150K and will be made available from the Cycle Coventry project using funding from the LSTF. No further funding will be required.

5.2 Legal implications

The Council has powers to install, alter or remove pedestrian crossings subject to it having consulted the Police and it having given public notice of its proposals and it considering any responses received (Section 23 Road Traffic Regulation Act 1984).

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 improved crossing facilities will contribute to the Council's core aims of *ensuring that children and young people are safe and making places and services easily accessible*. By encouraging increased use of cycling and walking the Council's objectives of *citizens living longer, healthier, independent lives and improving environment and tackling climate change will also be achieved*.

6.2 How is risk being managed?

The improvement works are included in the Cycle Coventry project and the risk will be managed as part of that scheme.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific Equalities Impact Assessment has been carried out. However, it can be noted that improved pedestrian crossing facilities at the junction of Hearsall Common and Earlsdon Avenue North and on Hearsall Common near to the junction with Canley Road will have a positive impact on pedestrians, cyclists and bus passengers by providing improved walking and cycling facilities and improved access to public transport.

6.5 Implications for (or impact on) the environment

The improved crossing facilities are part of the Cycle Coventry project which aims to increase cycling and walking in the city and reduce carbon emissions.

6.6 Implications for partner organisations?

None

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

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Directorate:

City Services and Development

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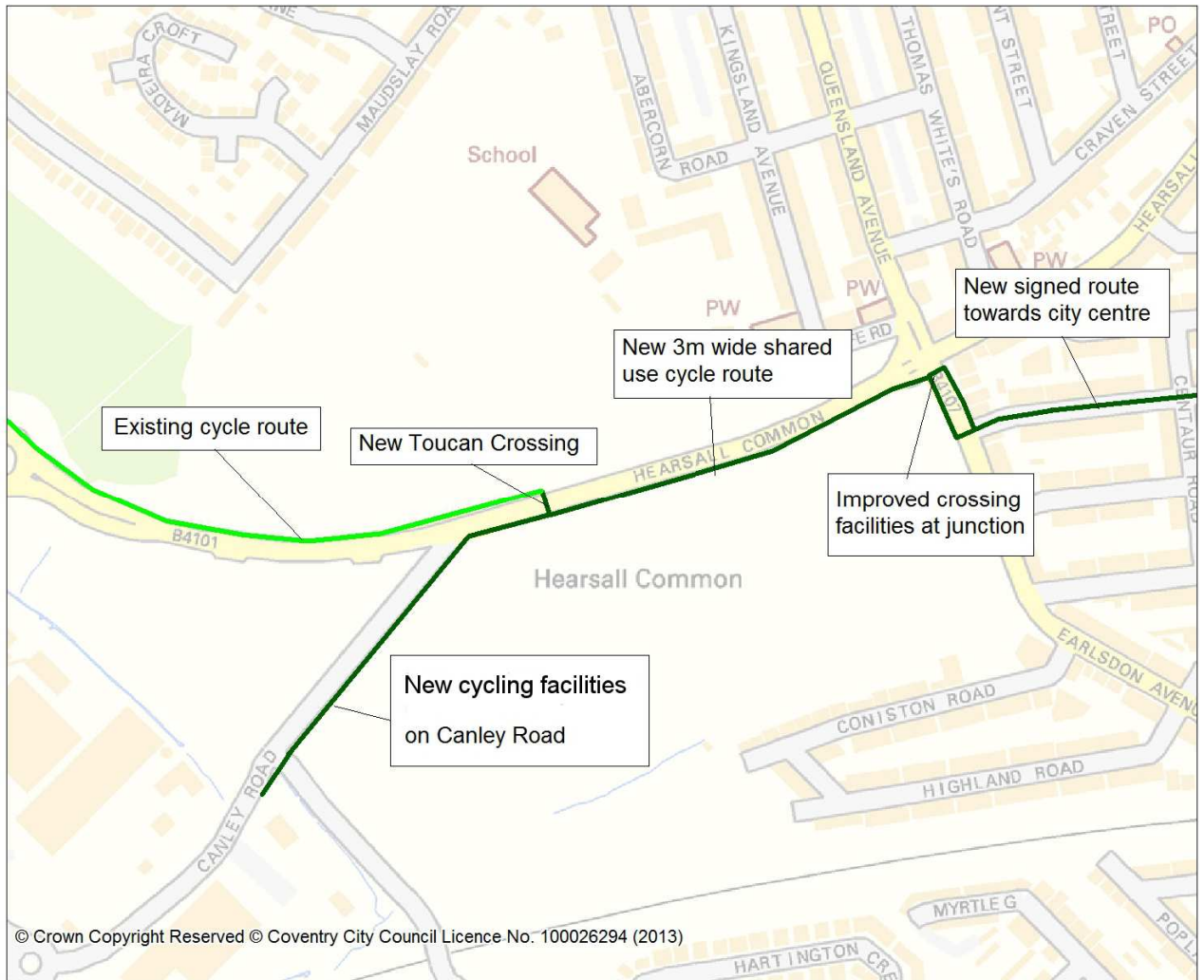
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Assistant Director (Planning, Transport and Highways)	City Services and Development	06/03/13	08/03/13
Paul Boulton	Group Manager (Traffic and Transportation)	City Services and Development	06/03/13	07/03/13
Jas Bilen	HR Manager	Customer and Workforce Services	06/03/13	06/03/13
Liz Knight	Governance Services Officer	Customer and Workforce Services	06/03/13	12/03/13
Names of approvers: (officers and members)				
Finance: Mark Williams	Lead Accountant	Finance and Legal	06/03/13	07/03/13
Legal: Mark Smith	Senior Solicitor	Finance and Legal	06/03/13	11/03/13
Other members: Cllr Harvard	Cabinet Member (City Services)		08/03/13	12/03/13

This report is published on the council's website:

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Appendix A - Location Plan



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Cabinet Member (City Services)

26 March 2013

Name of Cabinet Member:

City Services – Councillor Lindsley Harvard

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

Whoberley

Title:

Petition – Request for Traffic Calming measures in Glendower Avenue, Brookside Avenue and Wildcroft Road

Is this a key decision?

No

Executive Summary:

A petition with 486 signatures and an e-petition with 20 signatures have been presented by Councillor Bally Singh to request traffic calming measures in Glendower Avenue, Brookside Avenue and Wildcroft Road in Whoberley ward. In accordance with the City Council's procedure for dealing with petitions, those relating to requests for traffic calming are heard by the Cabinet Member (City Services).

The cost of traffic calming measures is usually funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

The Cabinet Member (City Services) is recommended to:

1. Note the concerns of petitioners regarding road safety in this area;
2. Approve that further traffic volume and speed surveys are carried out to investigate whether Wildcroft Road and/or Brookside Avenue meet the criteria for inclusion on the perceived safety scheme programme;
3. Approve that, subject to approval of recommendation (2) above, a report back is made within six months.

List of Appendices included:

Appendix A – plan showing locations of personal injury collisions in the three years to 31 December 2012

Other useful background papers:

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 – Request for Traffic Calming measures in Glendower Avenue, Brookside Avenue and Wildcroft Road

1. Context (or background)

1.1 A petition with 486 signatures and an e-petition with 20 signatures have been presented by Cllr Bally Singh. The petition states “*We, the petitioners, urge Coventry City Council to install speed calming measures in Glendower Avenue, Brookside Avenue and Wildcroft Road in Whoberley. There have been recent fatalities and injuries due to speeding cars and we ALL fear that an accident is waiting to happen if action is not taken soon.*”

2. Options considered and recommended proposal

2.1 Glendower Avenue, Brookside Avenue and Wildcroft Road are three main through routes in Whoberley, linking Broad Lane to Winsford Avenue and Allesley Old Road. The road layout can be seen in Appendix A.

2.2 The options which can be considered are:

- i) investigate whether the location meets the criteria for a Local Safety Scheme;
- ii) investigate whether the location meets the criteria for a Perceived Safety Scheme;
- iii) do nothing.

2.3 Local Safety Schemes are schemes installed to try to reduce personal injury collisions. At present the City Council does not have sufficient resources to carry out all the essential traffic and safety schemes within the city as well as the host of requests received from various sources. As a consequence it has become necessary to prioritise works based upon casualty reduction. To make this possible a list of sites has been compiled where there have been six or more personal injury collisions that have been reported to the police in the last three years. This is the local safety scheme list.

2.4 Perceived safety schemes are identified using other factors in addition to recorded casualties such as schemes that will save potential casualties and which will bring maximum benefits to the community. Due to the limited funding, perceived safety schemes are also prioritised. In addition only low cost schemes, capped at £20,000, are considered and the perceived safety scheme criterion excludes the implementation of schemes on roads, subject to a 30mph speed limit, where the average speed is less than 28mph.

2.5 The plan in Appendix A shows the locations of the 19 personal injury collisions (27 casualties) which have been recorded in the three year period to 31 December 2012 in the part of Whoberley ward that the petition refers to. Specifically, it can be seen that there have been the following numbers of recorded personal injury collisions.

Road	Recorded personal injury collisions in 3 years to 31 December 2012
Wildcroft Road / Whittaker Road	5 slight
Brookside Avenue	1 fatal (2010), 1 serious (2012), 2 slight
Glendower Avenue	3 slight
Billing Road	1 slight
Prince of Wales Road	1 slight
Allesley Old Road	1 serious (2010), 4 slight

In the case of the fatal collision on Brookside Avenue, the injured person was lying in the road in the dark when struck by a vehicle. The serious collision here took place at night in wet conditions where a vehicle pulled out from Glendower Avenue across the path of a

vehicle which had come from Allesley Old Road. The serious collision on Allesley Old Road took place in the early evening and involved a goods van turning into Billing Road across a pedal cyclist.

Further analysis of the collision data indicates that 4 collisions were shunt-type and 13 involved vehicles turning across the path of others. The only collision which involved a pedestrian was the fatal.

- 2.6 In June 2012 a traffic volume and speed survey was carried out on Glendower Avenue. The results are shown below:

Direction	Average Speed	85th percentile	Daily Traffic
Northbound	26.9 mph	33.2mph	1594
Southbound	26.4 mph	32.8mph	1657

- 2.7 From the information presented in the tables above, none of the roads in the area of interest would meet the local safety scheme criteria (see 2.3 above). Furthermore, the speed results for Glendower Avenue would indicate that this road would not meet the criteria for a perceived safety scheme (see 2.4 above).
- 2.8 As a comparison, a recent review of the collision record of junctions across the City has identified 34 locations where 6 or more personal injury collisions have occurred in the last three years. This review has been used to inform the City Council’s safety scheme programme for 2013/14.
- 2.9 It is recommended that the concerns of the petitioners are noted but, in the light of the nature and numbers of personal injury collision here, it is acknowledged that inclusion of any of these roads on the local safety scheme programme is not justified. In considering whether any of the roads would benefit from a perceived safety scheme, it will be necessary to carry out traffic flow and speed counts on Wildcroft Road and Brookside Avenue. It is therefore recommended that the necessary surveys are carried out and the results reported back to a future meeting.

3. Results of consultation undertaken

- 3.1 No consultation has been carried out to date.

4. Timetable for implementing this decision

- 4.1 If the recommendation to carry out additional traffic surveys is approved, these can be undertaken within the next three months. A report back to the Cabinet Member (City Services) can be made within six months.

5. Comments from Director of Finance and Legal Services

- 5.1 Financial implications
Speed reducing measures are funded from the Safety Scheme programme within the Transportation and Highways Capital Programme. Individual schemes are prioritised using the criteria and funding restrictions explained above.

The cost of carrying out the traffic count / speed surveys is approximately £600 and will be found from existing budgets.

- 5.2 Legal implications

The Council has a range of highway and traffic management powers available with which to address road safety and traffic management issues, consistent with Department for Transport guidelines. This includes the use of monitoring equipment to measure traffic volume and speeds.

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 monitoring of personal injury collisions and any resulting action contributes to the Council's key objectives of ensuring that children and young people are safe.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equality impact assessment has been carried out. However, it can be noted that the three year personal injury collision record of road junctions in this part of Whoberley has been reviewed in common with those across the City. It has been established that there are no junctions here which meet the local safety scheme criteria.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

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Directorate:

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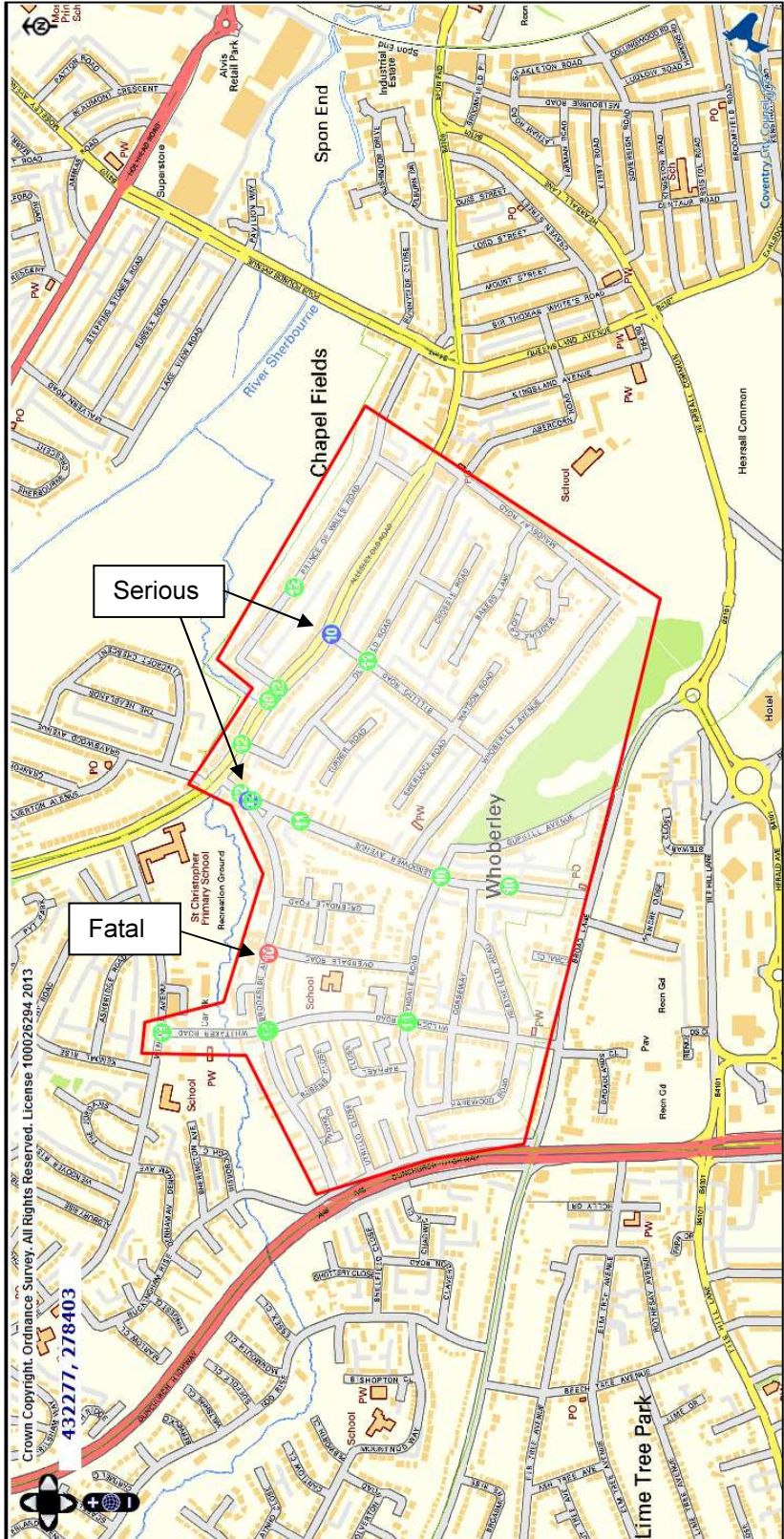
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Assistant Director (Planning, Transport and Highways)	City Services and Development	7/3/13	7/3/13
Paul Boulton	Group Manager (Traffic and Transportation)	City Services and Development	7/3/13	13/3/13
Caron Archer	Senior Traffic Management Engineer	City Services and Development	7/3/13	14/3/13
Jas Bilen	HR Manager	Customer and Workforce Services	7/3/13	8/3/13
Liz Knight	Governance Services Officer	Customer and Workforce Services	7/3/13	13/3/13
Other members				
Names of approvers: (officers and members)				
Finance: Mark Williams	Lead Accountant	Finance and Legal	7/3/13	7/3/13
Legal: Mark Smith	Senior Solicitor	Finance and Legal	7/3/13	11/3/13
Other members: Cllr Harvard	Cabinet Member (City Services)			13/3/13

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Appendix A – Location Plan showing sites of personal injury collisions in the 3 years to 31 December 2012.

All slight personal injury collisions unless otherwise noted.



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Public report Cabinet Member Report

Cabinet Member (City Services)

26th March 2013

Name of Cabinet Member:

Cabinet Member (City Services) – Councillor Harvard

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

Lower Stoke

Title:

Petition requesting that the city council installs heritage lighting around Stoke Green

Is this a key decision?

No

Executive Summary:

A petition containing 48 signatures has been submitted that requests that the city council completes the installation of heritage lighting around Stoke Green. The petition is supported by Councillor Townshend.

Recommendations:

The Cabinet Member is asked to approve the request made in the petition for the provision of heritage lighting in Stoke Green through the street lighting PFI.

List of Appendices included:

Site Plan showing the Stoke Green area and existing lighting

Other useful background papers:

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 on a Petition - requesting that the city council installs heritage lighting around Stoke Green

1. Context (or background)

1.1. Following receipt of the petition to complete the installation of heritage lighting around Stoke Green a site visit took place to review the lighting in this area. The lighting that surrounds Stoke Green and the lit footpath that runs through Stoke Green itself comprises 32 columns in total. This is made up of a combination of 13 existing heritage columns and lanterns and 19 standard type lighting columns and lanterns.

Current Lighting Location	To be replaced		Not to be replaced	
	Standard	Heritage	Standard	Heritage
Stoke Green (east of Green)	1	2		11
Stoke Green (west of Green)	13			
Footpath through Green	5			

1.2. Of the 13 existing heritage columns, 11 of these are classed as deemed to comply, this means that they will not be replaced with new lighting columns but the lanterns will be upgraded with new heritage style lanterns. The remaining two heritage columns will be replaced with heritage columns and lanterns. Whilst the lanterns and columns will be of heritage appearance they will be equipped with the added benefit of modern lighting technology.

1.3. The 19 standard type columns will also be replaced with new columns and lanterns. Standard new lighting would be provided as part of the street lighting PFI.

2. Options considered and recommended proposal

2.1. Two options are under consideration for this specific area;

2.1.1. the first option is to replace the standard columns and lanterns with new standard columns and lanterns;

2.1.2. the second option is to provide heritage style lanterns and columns for the 19 standard columns that require replacing.

2.2. The recommendation is to provide heritage style columns and lanterns to replace the existing standard columns and lanterns. This is based on the grounds that Stoke Green falls within a designated conservation area and half of this road has already been replaced with heritage equipment. It has always been the intention of the council to replace the remaining columns with heritage style equipment to aesthetically complete the works.

2.3. The provision of heritage lighting for this location would be provided entirely through the street lighting PFI via two discreet routes. The main element of the scheme would be provided through the standard PFI replacement programme with a smaller element being provided through the call off lighting schedule. This call off lighting schedule provides an element of flexibility for the council to address specific requests and concerns that exist.

2.4. The council's Conservation and Archaeology Officer is in full support of this recommendation and has advised that the heritage columns would enhance the conservation area and the City's historic environment. .

2.5. The table below shows that there are currently 32 columns of which 13 are currently heritage style and 19 are of standard appearance. If all columns were to be replaced with

heritage type columns then it is likely that there would be an increase of 1 column to 33 columns in total. These lanterns would still have the added benefit of modern lighting technology and will still be capable of being dimmed in line with the rest of the city's lighting.

Proposed Lighting	Existing No. columns	Estimated No. columns
Location		
Stoke Green (east of Green)	14	14
Stoke Green (west of Green)	13	14
Footpath through Green	5	5

3. Results of consultation undertaken

None

4. Timetable for implementing this decision

4.1 The proposed replacement works are currently scheduled in the replacement programme between May to September 2014.

5. Comments from Director of Finance and Legal Services

5.1 Financial Implications

Undertaking the renewal of the street lighting equipment is included within the street lighting PFI.

5.2 Legal implications

The Council is able to provide street lighting as part of its highway improvement powers under the Highways Act 1980.

6. Other implications

None

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)?

Replacement of street lighting is part of Coventry's vision for better pavements and roads and is a key objective. Completing this work will contribute to this objective.

6.2 How is risk being managed?

Risk assessments are carried out by the council's service provider Balfour Beatty who carry out all street lighting replacements. Their design process is undertaken to ensure that risks are designed out and that construction takes place safely.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No equality impact assessments have been undertaken.

6.5 Implications for (or impact on) the environment

Positive impacts on the environment in the locality will be achieved in the form of:-

- Improved street lighting provides a safer environment for pedestrians and contributes towards crime and people's fear of crime.

6.6 Implications for partner organisations?

None specifically but all Highways users in the vicinity would benefit from improved street lighting.

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

Karen Seager, Group Highways Manager

Directorate:

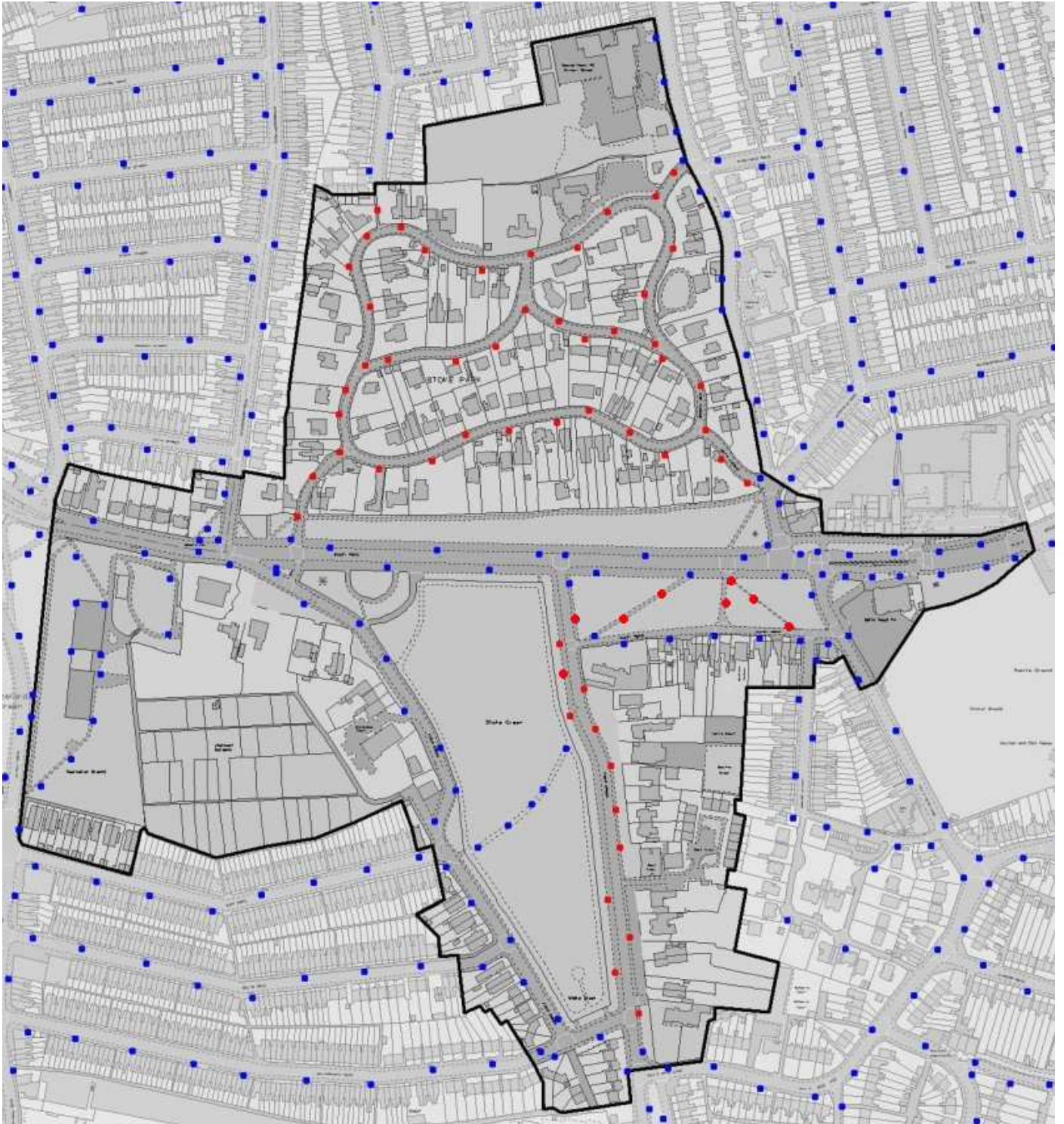
City Services and Development

Tel and email contact:**024 7683 4014 – Karen.seager@coventry.gov.uk**

Enquiries should be directed to Karen Seager.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Assistant Director (Planning, Transportation and Highways)	City Services and Development	08.03.13	08.03.13
Chris Patrick	Conservation and Archaeology Officer	City Services and Development	08.03.13	08.03.13
Liz Knight	Governance Services Officer	Customer and Workforce Services	08.03.13	12.03.13
Names of approvers for submission: (officers and members)				
Legal: Mark Smith	Senior Lawyer	Finance & Legal	08.03.13	11.03.13
Finance: Mark Williams	Lead Accountant	Finance & Legal	08.03.13	11.03.13
Councillor Harvard	Cabinet Member	City Services	11.03.13	12.03.13

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Site map showing Stoke Green conservation area and existing lighting.

Red dots are existing heritage columns and lanterns
Blue dots are existing standard lighting columns and lanterns



Cabinet Member (City Services)

26th March 2013

Name of Cabinet Member:

Cabinet Member (City Services) – Councillor Harvard

Director Approving Submission of the report:

Director of City Services and Development

Ward(s) affected:

St. Michael's

Title:

Petition requesting that the city council takes immediate action to resurface Grafton Street and Bramble Street.

Is this a key decision?

No

Executive Summary:

A petition containing 52 signatures has been submitted that requests that the city council takes immediate action to resurface Grafton Street and Bramble Street.

Recommendations:

1. The Cabinet Member is asked to note that based on the worst first policy the full length of Bramble Street is already included as a carriageway resurfacing scheme on the recently approved 2013/14 Highways Capital Maintenance Programme.
2. The Cabinet Member is also asked to approve that Grafton Street is included as a plane and patch reactive scheme this year and is added to the Highways Capital Forward Programme to be considered on a worst first basis for a future years' surface treatment.

List of Appendices included:

None

Other useful background papers:

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 on a Petition - Requesting that the city council takes immediate action to resurface Grafton Street and Bramble Street.

1. Context (or background)

- 1.1. Following receipt of the petition to resurface the roads, an inspection took place on 5th February 2013. Bramble Street is in the poorest condition of the two and has been towards the top of the Councils' Maintenance Forward programme for two years. It has been included on the list of roads for resurfacing in 2013/14 which was approved at the Councils full cabinet on March 5th 2013. The resurfacing work will take place later this year.
- 1.2. In general, Grafton Street is in fair condition, but has several areas of localised deterioration. The shape is good and the ride quality is only compromised by the localised areas.
- 1.3. The roads are classified in Coventry's Pavement Management System as Hierarchy 4b, unclassified and as such receive an annual safety inspection.
- 1.4. It was noted that the carriageways are of blacktop construction. Typically carriageways of this type would have a recycle or resurfacing treatment every 50 years depending on deterioration, or patch and surface treatment at shorter intervals.

2. Options considered and recommended proposal

- 2.1. The current policy that determines the highway maintenance programme of works is based on a "worst first" basis across all road categories. Bramble Street is at a stage in its lifecycle where it requires resurfacing carried out to return it to a serviceable condition.
- 2.2. Carriageway Resurfacing is used for roads where the deterioration is confined to the upper layers of the carriageway, and at this location a good solution is to overlay which entails an extra layer of tarmac being laid over the existing surface. To maintain kerb height it is usually necessary to plane out adjacent to the carriageway edges. The advantage of this approach is that it increases the thickness of tarmac.
- 2.3. Grafton Street is at a stage in its lifecycle where it requires some planing and patching to return it to a serviceable condition, with a view to carrying out a surface treatment in the next year or two, depending on its rate of deterioration.
- 2.4. Carriageway Planing and Patching is best suited to those roads where there are larger (greater than 10sqm) areas of deterioration, often at junctions and turning heads or where there are problems with old utility reinstatements. The process entails removing the top 40mm (or whatever is appropriate) and inlaying new material.
- 2.5. Surface Treatments extend the life of a carriageway by a number of years by the application of surface dressing (tar and chips) or other thin layer systems such as a Micro-Asphalt. The importance of this surfacing is that it waterproofs the road surface and prevents the ingress of water. In winter, water significantly contributes to deterioration.
- 2.6. The Highways Inspector for this area has been instructed to check for and deal with any immediate defects which meet the Councils intervention level of 40mm in a carriageway and 20mm in the footway.

3. Results of consultation undertaken

None

4. Timetable for implementing this decision

- 4.1 The approved resurfacing works for Bramble Street and the proposed reactive planing and patching for Grafton Street will be undertaken during 2013/14. Once dates for the works have been fixed the local residents and ward councillors will be advised of these in advance of the works commencing on site. A letter detailing the works is sent out approximately ten days before the works are due to commence on site and ties in with when the advance notification signage is displayed on the highway.

5. Comments from Director of Finance and Legal Services

5.1 Financial Implications

Undertaking the proposed treatments to the carriageway is funded through the approved 2013/14 Transportation and Maintenance Capital Programme Report.

5.2 Legal implications

Under Section 41 of the Highways Act 1980, the Council has a duty to maintain those adopted highways that it is responsible for to a standard where they are reasonably passable for ordinary traffic. Any major contracts will be approved by the Procurement Board and let under the relevant procurement rules. However it is likely that this work would be delivered through Highways 'In-House' operations team.

6. Other implications

None

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

Highway maintenance is part of Coventry's vision for better pavements and roads and is a key objective. Completing this work will contribute to this objective.

6.2 How is risk being managed?

Financial, risks are managed through monthly monitoring meetings of the capital programme board and team. Risk assessments are carried out as part of the design process to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

6.3 What is the impact on the organisation?

The works would be delivered using the existing resources.

6.4 Equalities / EIA

No equality impact assessments have been undertaken.

6.5 Implications for (or impact on) the environment

Positive impacts on the environment in the locality would be achieved if the works go ahead. This will be in the form of:-

- Improved ride quality of the road for highway users
- Improved walking conditions for pedestrians.

6.6 Implications for partner organisations?

None specifically but all Highways users in the vicinity would benefit from an improvement to the carriageway surface.

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

Karen Seager, Group Highways Manager

Directorate:

City Services and Development

Tel and email contact:**024 7683 4014 – karen.seager@coventry.gov.uk**

Enquiries should be directed to Karen Seager.

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Contributors:				
Neil Cowper	Highways Technical Manager	City Services and Development	08.03.13	08.03.13
Colin Knight	Assistant Director (Planning, Transportation and Highways)	City Services and Development	08.03.13	11.03.13
Liz Knight	Governance Services Officer	Customer and Workforce Services	08.03.13	12.03.13
Names of approvers for submission: (officers and members)				
Legal: Mark Smith	Senior Solicitor	Finance & Legal	08.03.13	11.03.13
Finance: Mark Williams	Lead Accountant	Finance & Legal	08.03.13	08.03.13
Finance: Ian Brindley	Lead Accountant – Capital	Finance & Legal	08.03.13	12.03.13
Councillor Harvard	Cabinet Member	City Services	08.03.13	11.03.13

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26th March, 2013

Name of Cabinet Member:

Cabinet Member (City Services) – Councillor Harvard

Director Approving Submission of the report:

Director of Customer and Workforce Services

Ward(s) affected:

None

Title:

Outstanding Minutes

Is this a key decision?

No

Executive Summary:

In May 2004 the City Council adopted an Outstanding Minutes System, linked to the Forward Plan, to ensure that follow up reports can be monitored and reported to Members. The attached appendix sets out a table detailing the issues on which further reports have been requested by the Cabinet Member (City Services) so he is aware of them and can monitor progress.

Recommendations:

The Cabinet Member (City Services) is requested to consider the list of outstanding issues and to ask the Member of the Management Board or appropriate officer to explain the current position on those which should have been discharged at this meeting or an earlier meeting.

List of Appendices included:

Table of Outstanding Issues.

Other useful background papers:

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report author(s): Liz Knight

Name and job title: Governance Services Officer

Directorate: Customer and Workforce Services Directorate

Tel and email contact: 024 7683 3073, liz.knight@coventry.gov.uk

Enquiries should be directed to the above person.

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Contributors:				
Other members				
Names of approvers: (officers and members)				
Finance: Name		Finance & legal		
Legal: Name		Finance & legal		

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	Subject	Date for Further Consideration	Responsible Officer	Proposed Amendment to Date for Consideration	Reason for Request to Delay Submission of Report
1	<p>Petition – Request for Clutter and Obstructions on the Highway to be Removed</p> <p>Further report on the outcome of the consultation on the draft policy for 'A' Boards and the Display of Goods on the Highway (Minute 16/12 of Cabinet Member (City Services) refers – 10th July, 2012)</p>	June, 2013	<p>Director of City Services and Development</p> <p>Shirley Reynolds</p>		
2	<p>Petition – Changes to the Cost of Starley Road Visitors' Parking Permits</p> <p>Report in six months following a review of the Starley Road residents parking scheme (Minute 58/11 of Cabinet Member (City Services) refers – 24th January, 2012)</p>	July, 2013	<p>Director of City Services and Development</p> <p>Paul Bowman</p>		
3	<p>Petition - Engleton Road, Request for Pedestrian Facilities</p> <p>Report back in four months following speed/traffic counts and a pedestrian count (Minute 25/12 of Cabinet Member (City Services) refers – 7th August, 2012)</p>	March, 2013	<p>Director of City Services and Development</p> <p>Caron Archer</p>	June, 2013	Awaiting the results of speed/traffic counts and pedestrian count
4	<p>Petition – Seashell Close Surface Water Drainage</p> <p>Further report in six months on a number of issues raised (Minute 81/12 of Cabinet Member (City Services) refers – 19th February, 2013)</p>	August, 2013	<p>Director of City Services and Development</p> <p>Neil Cowper</p>		

5	<p>Vehicle Specifications for Taxis</p> <p>Further report in 7/8 months on vehicle specifications for taxis once consultation is completed (Minute 31/12 of Cabinet Member (City Services) refers – 7th August, 2012)</p>	April, 2013	<p>Director of City Services and Development</p> <p>Paul Boulton</p>		
6	<p>Petition – Station Avenue – Request for Traffic Calming</p> <p>Further report in six months following speed and traffic counts (Minute 45/12 of Cabinet Member (City Services) refers – 9th October, 2012)</p>	April, 2013	<p>Director of City Services and Development</p> <p>Shirley Reynolds</p>		
7	<p>Petitions – (i) Removal and (ii) Retention of Stoney Road Bus Gate</p> <p>Further report in six months following traffic monitoring (Minute 59/12 of Cabinet Member (City Services) refers – 11th December, 2012)</p>	June, 2013	<p>Director of City Services and Development</p> <p>Caron Archer</p>		

* Identifies items where a report is on the agenda for your meeting.

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