

Cabinet Member for City Services

12th December 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Woodlands

Title:

Report – Petition – Request for Safety Measures at the Junction of Hockley Lane and Church Lane

Is this a key decision?

No

Executive Summary:

A paper petition of 696 signatures and an e-petition of 43 signatures have been received advising of road safety concerns and requesting safety measures at the junction of Hockley Lane and Church Lane to assist pedestrians to cross the road.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety requests are heard by the Cabinet Member for City Services.

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

Recommendations:

Cabinet Member for City Services is recommended to:

1. Note the concerns of the petitioners
2. Note that a school crossing patrol officer is currently working at this location; and
3. Endorse the actions that have been taken and that monitoring is continued as part of the review of the changes implemented.

List of Appendices included:

Appendix A – Location plan

Background papers:

None

Other useful documents:

Petition - Speeding Problems Hockley Lane Eastern Green Report to former Cabinet Member for Public Services, 19th January 2015

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 Safety Measures at the Junction of Hockley Lane and Church Lane

1. Context (or background)

1.1 A paper petition of 696 signatures and an e-petition of 43 signatures have been received advising of road safety concerns and requesting safety measures at the junction of Hockley Lane and Church Lane to assist pedestrians to cross the road. The petition is supported by Councillor Lepoidevin.

1.2 The petition advises

“Many of us use this junction to cross to and from St Andrew’s Primary School, Eastern Green Hall Nursery and also Eastern Green Junior School and know that since losing our lollipop man at the junction, crossing the road has become increasingly dangerous. Just this morning there were 2 car accidents both involving vehicles going into each other on this junction.

While some drivers are responsible enough to slow down and give way for pedestrians to cross, there are a lot who don’t.

So this petition is for either proposed traffic lights, a mini roundabout with a sign “School safety zone – Max speed 20 when lights flash” or a pelican crossing with a lollipop man.”

1.3 Hockley Lane is on the edge of the built up part of Coventry. The road continues into Pickford Green Lane and into the countryside.

1.4 In response to a petition about speed concerns, heard in January 2015, changes were made to the speed limit on Pickford Green Lane in August 2015. This moved the position where the speed limit changed to/from 60mph further away from the Hockley Lane/Upper Eastern Green Lane junction and introduced a new section of 40mph speed limit, to work as a ‘buffer zone’, so drivers approaching the junction are already slowing down as they approach the 30mph speed limit. In addition a perceived safety scheme was introduced which implemented a 20mph advisory speed limit at school entry and exit times.

1.5 As referred to in the petition, in 2015 the school crossing patrol site on Hockley Lane became vacant; several attempts were made to recruit to this position but initially without success. However, there is now a new School Crossing Patrol Officer at this location who started work in October 2016.

1.6 In October 2016 a pedestrian crossing count was undertaken which showed that, as expected, the peak crossing times are at school entry and exit times and few pedestrians cross at other times.

1.7 A review of the personal recorded injury collision history at this location shows that in the last 3 years (for the time period up to 17 July 2016) 1 injury collision has been recorded, this involved 2 vehicles at the Hockley Lane/Upper Eastern Green Lane junction and resulted in slight injury, no pedestrians were involved.

2. Options considered and recommended proposal

2.1 Measures have been introduced since August 2015 in this area, specifically changes to the speed limit and the introduction of an advisory 20mph speed limit. In addition a

School Crossing Patrol Officer is now working at the highlighted location. It is therefore recommended that no further action is undertaken at this time, as it is already proposed to conduct further monitoring in April 2017.

- 2.2 Another option that the community may like to be involved with is the Community Speedwatch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Details of the scheme are available from the Police and the contact details can be provided to the petition spokesperson.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken to date.

4. Timetable for implementing this decision

- 4.1 It is proposed to undertake further monitoring in April 2017.

5. Comments from Executive Director of Resources

- 5.1 Financial implications

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

- 5.2 Legal implications

Under s.39 Road Traffic Act 1988 the Council must investigate road accidents involving vehicles and bring forward a rational scheme of measures for preventing their recurrence. The Council has a range of highway improvement and traffic management powers available to it consistent with Department for Transport regulations/guidance.

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 introduction of safety schemes contribute to the City Council's aim of improving road safety and enable citizens to live longer and more healthily

- 6.2 How is risk being managed?**

None

- 6.3 What is the impact on the organisation?**

None

- 6.4 Equalities / EIA**

None

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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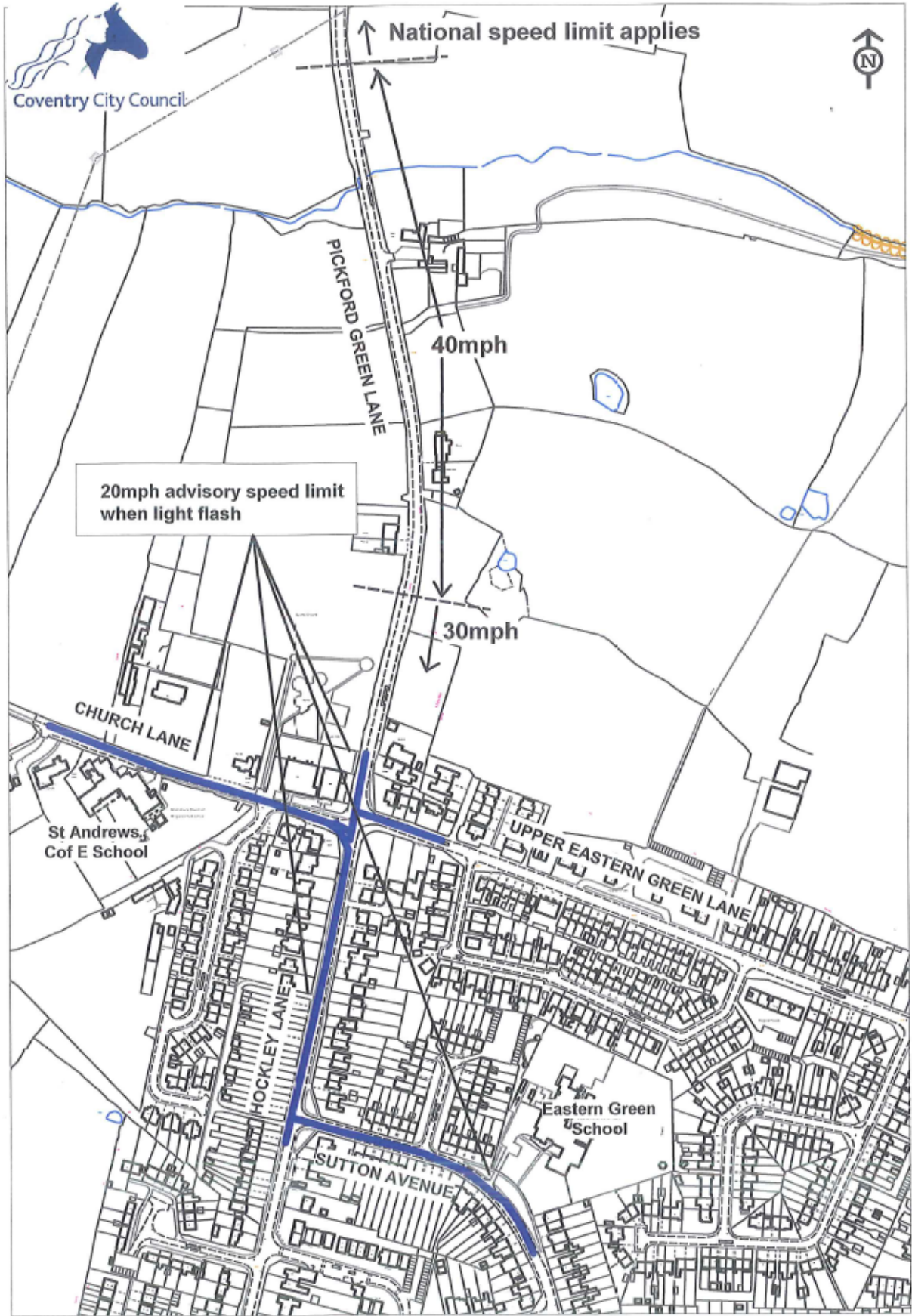
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Appendix A – Location Plan



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