

Cabinet Member for City Services

8th May 2017

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

Bablake

Title:

Petition – Safety Concerns Norman Place Road

Is this a key decision?

No

Executive Summary:

A petition of 18 signatures has been received advising of health and safety concerns on Norman Place Road relating to the condition of the footways, speeding, dangerous parking and the need for a safer place for pedestrians to cross near the shops by the junction with Brownhill Green Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and maintenance are heard by the Cabinet Member for City Services. The Cabinet Member had considered this petition prior to this meeting and in response to the issues raised requested that the petition was dealt with by letter (determination letter), rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised of the action proposed and approved in response to each of the issues raised. On receipt of the determination letter the petition spokesperson advised that they did not wish the petition to be progressed by letter and wanted it to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety schemes, parking restrictions and highway maintenance are funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners concerns.
- 2) Endorse that the actions confirmed by determination letter to the petition spokesperson (as detailed in paragraph 1.6 below) are undertaken.

List of Appendices included:

Appendix A – Location Plan

Appendix B – Determination Letter

Background Papers

None

Other useful documents

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – Safety Concerns Norman Place Road

1. Context (or background)

1.1 A petition of 18 signatures has been received advising of health and safety concerns on Norman Place Road. The petition is supported by Councillor Williams, who is also the petition spokesperson.

1.2 The petition advises:

'We ask Coventry City Council to urgently address health and safety concerns on Norman Place Road: namely resurfacing of pavements, speeding issues and resolving dangerous parking along Norman Place Road and outside shops near to the island of Brownhill Green Road, to make it safer to cross.'

1.3 Norman Place Road is a residential road, it is also a bus route and has a number of shops including a Co-op located in the vicinity of its roundabout junction with Brownhill Green Road.

1.4 A review of the personal recorded injury collision history of Norman Place Road shows that in the last 3 years (for the time period up to 30 November 2016) no injury collisions have been recorded.

1.5 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and maintenance are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.6 The determination letter (detailed in Appendix B to the report) advised of the action proposed and approved in response to each of the issues raised. These actions were:

- i) Resurfacing of footways – following an assessment of the current condition of the footways and taking into consideration the usage and condition when compared with similar footways across the city, the site is to be held on the City Council's forward programme list and its condition will continue to be monitored; it will be scored against all other similar sites citywide. If the footways on Norman Place Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.
- ii) Speed reduction measures – due to budgetary constraints requests for road safety schemes are prioritised utilising recorded personal injury collision data, as referred to in 1.4 above no injury collisions have been recorded in the last 3 years, therefore Norman Place Road does not meet the criteria for a local safety scheme. Contact details were also provided should residents wish to get involved in the Community Speed Watch initiative.
- iii) Parking restrictions - due to budgetary constraints requests for waiting restrictions are prioritised, as referred to in 1.4 above no injury collisions have been recorded in the last 3 years, therefore it is not proposed currently to install any new restrictions.
- iv) Pedestrian facilities - the roundabout junction of Norman Place Road and Brownhill Green Road will be added to the pedestrian dropped kerb request list for consideration for inclusion in a future programme. When the location is prioritised for works to be

undertaken measures to address inconsiderate parking at these facilities will also be investigated.

- 1.7 After the determination letter was issued, the process highlighted in 1.6 (i) was undertaken and following the annual scheme development process a section of Norman Place Road footways have reached a priority score and it is the Councils intention to renew them during the financial year 2017/18. Due the high cost of this process the scheme will be completed over a two year period. In 2017/18 the south side section of Norman Place Road from house number 55 to house number 109 will be renewed. It is then our intention, budget permitting, to renew from house number 109 to Duncroft Avenue (South side) in 2018/19.

2. Options considered and recommended proposal

- 2.1 The recommended proposals in regard to the issues raised have already been approved and are detailed in the determination letter (set out in Appendix B to the report) and paragraph 1.6 above.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The implementation of the recommended proposals is dependent on funding and prioritisation with competing locations; therefore the implementation of the recommendations is on-going.

5. Comments from Director of Finance and Corporate Services

- 5.1 Financial implications

Future capital highway maintenance programmes and proposed treatments to carriageways and pavements are established on a 'worst first' basis across all road categories. The decision for inclusion in any year's programme will be taken by Cabinet at their meeting in March of any given financial year. It will also be dependent on the level of funding that is made available for Capital Highway maintenance in that year and will further depend on the condition of the footways when compared to other similar roads citywide. Therefore the actual scheduling of the works will be based on priority of the scheme and the funds available

If it is considered that waiting restrictions are required to address parking issues, a Traffic Regulation Order (TRO) is required. Introducing TROs, is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

The programme for the implementation of pedestrian dropped kerbs is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

- 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 usual contract rules

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic 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 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 which is a key objective. Completing the footway maintenance work would contribute to this objective. The introduction of waiting restrictions, also 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

No specific equalities impact assessment has been carried out.

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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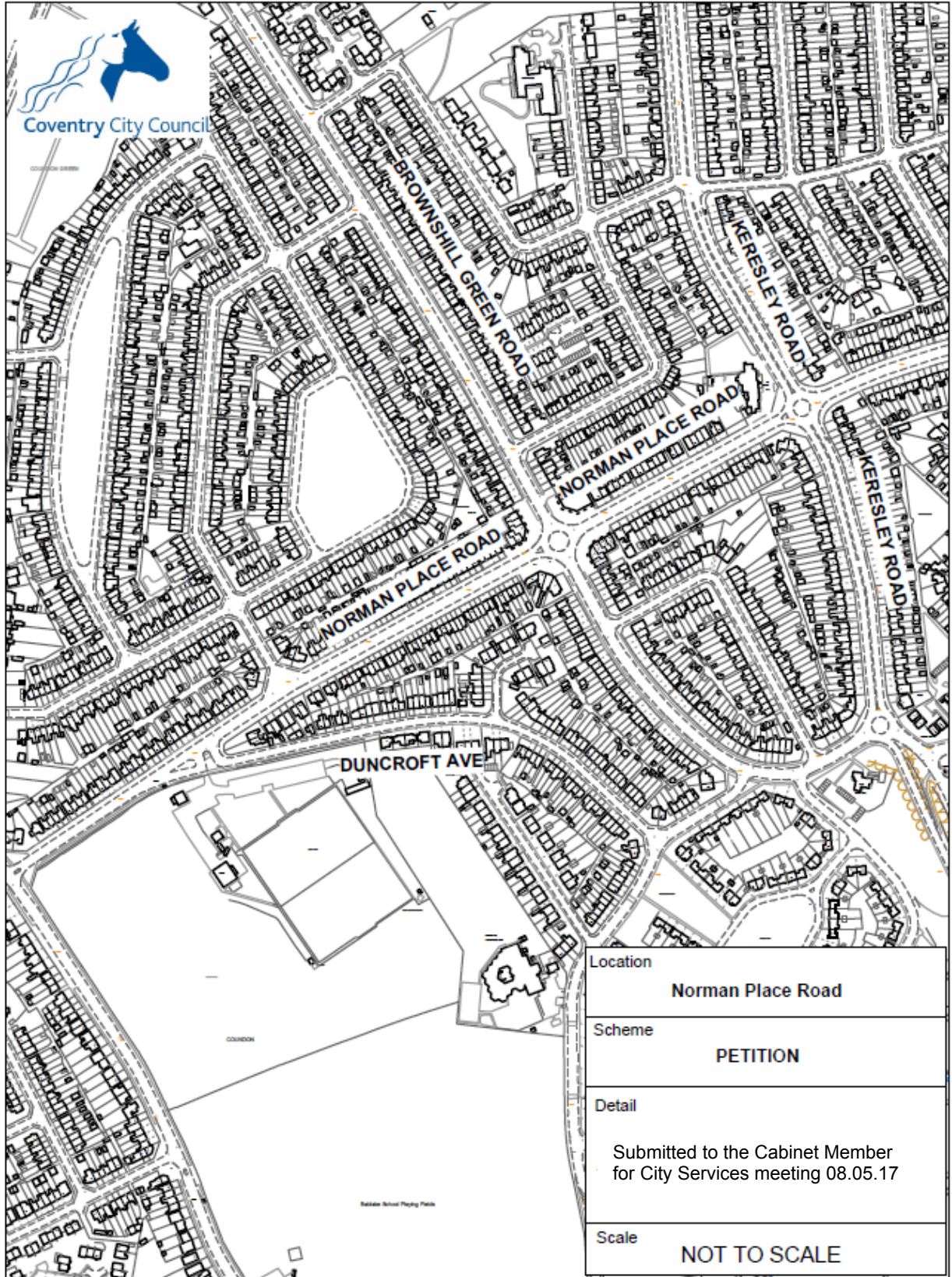
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Enquiries should be directed to the above person.

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Councillor J Innes	Cabinet Member for City Services	-	05.04.2017	26.04.2017

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Appendix A – Location Plan



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Appendix B – Copy of text of determination letter

Re: Petition submitted on: 20 September 2016

Subject matter: Request for Improvements for Norman Place Road

I am writing with regard to the above petition and your request for improvements on Norman Place Road.

The matter was discussed with Councillor Innes, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting so that this can be dealt with more quickly.

Resurfacing of footways

An officer of the City Council has made an assessment of the current condition of the footways on Norman Place Road following your request for complete resurfacing along the full length of the road. Following this assessment and taking into consideration the usage and condition when compared with similar footways across the city, we will hold this site on the City Council's forward programme list, continue to monitor its condition and score it against all other similar sites citywide. If the footways on Norman Place Road receive a priority score, they will be included in a future maintenance treatment programme, budget permitting.

Speed reduction measures

As the funding available for traffic calming and other road safety measures is limited, we have to prioritise such requests using personal injury collision data.

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in the safety scheme programme. Our records show that there have been no such collisions on Norman Place Road in the last three years. Therefore, it does not meet this criterion.

However, we are working towards Coventry becoming a 20mph city and each year we are introducing more 20mph speed limits on residential roads. Community concerns are taken into account when prioritising areas for the introduction of such schemes.

If residents on Norman Place Road are concerned about speeding, they may wish to get involved in 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. For further information, please contact the Police by emailing: cvcs@west-midlands.pnn.police.uk.

Parking restrictions

As funding for the installation of parking restrictions is also limited, we have to prioritise locations where there is a significant personal injury collision history or where congestion is being caused. As there have been no personal injury collisions on Norman Place Road in the last three years, this location does not meet the criteria for further restrictions.

However, we will add the roundabout at the junction of Norman Place Road and Brownhill Green Road to the pedestrian dropped kerb request list for consideration for inclusion in a future year's programme. Should the location be selected for the installation of dropped kerbs, measures to address inconsiderate parking will also be investigated for inclusion in the works.

I would be grateful if you could please confirm in writing, either by email or letter, as soon as possible, that you agree that the petition be progressed by way of this letter rather than a formal report. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you will have the opportunity to speak on behalf of the petitioners.