

Cabinet Member for City Services

4th June 2018

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:

Westwood

Title:

Report - Petition – 20mph Zone for a Safer and Healthier Tile Hill Village

Is this a key decision?

No

Executive Summary:

A petition of 314 signatures (303 paper signatures and 11 e-petition signatures) has been received requesting a number of roads in Tile Hill Village become a 20mph zone together with traffic calming measures and a pedestrian crossing.

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 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 the issue raised. On receipt of the determination letter the petitioner has confirmed they do not wish the petition to be solely progressed by letter and want the safety concerns to be considered at a Cabinet Member for City Services meeting.

The cost of introducing road safety schemes and parking restrictions 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 1.8 of the report) are undertaken, noting that Planning Committee have since resolved that the grant of planning permission be

delegated to the Head of Planning and Regulation in respect of Application OUT/2016/1874 subject to conditions and subject to the completion of a satisfactory Section 106 Agreement to secure the contributions and obligations listed within the report and the Late Representation document.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

Background Papers

None

Other useful documents:

Planning Committee - Thursday, 15th February, 2018 - Application OUT 2016 1874 – Land to the west of Cromwell Lane.
<http://democraticservices.coventry.gov.uk/ieListDocuments.aspx?CId=147&MId=11430&Ver=4>

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 – 20mph Zone for a Safer and Healthier Tile Hill Village

1. Context (or background)

1.1 A petition of 314 signatures (303 paper signatures and 11 e-petition signatures) has been received requesting a number of roads in Tile Hill Village become a 20mph zone together with traffic calming measures and a pedestrian crossing. The petition is supported by Councillor Skinner.

1.2 The petition advises:

‘For the following roads in and around Tile Hill Village to become 20mph zones using signs and other physical traffic calming measures such as road narrowings and/or central islands: Station Avenue, Cromwell Lane, Tanners Lane, Duggins Lane and possibly Nailcote and Conway Avenue which may become rat runs, to install a pedestrian crossing on Station Avenue.’

1.3 The area referred to is an extensive area, which includes a fuel garage, local shops and a pub, in addition to residential properties. Some of the roads are part of bus routes. A location plan is shown in Appendix A to the report.

1.4 In 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city. However, it was also noted at this time that not all roads are suitable for a 20mph zone or 20mph limit.

1.5 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 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.

1.8 The determination letter (copy provided in Appendix B to the report) advised of the review undertaken and actions proposed and approved in response to the petition. This included advising in regard to the safety scheme criteria and also that negotiations are currently underway with housing developers regarding proposals in the local area. The planning process includes the possibility of securing mitigation measures such as traffic calming and improvements to signalised junctions. Any proposals will be subject to local consultation.

1.9 Since the determination letter, Planning Committee have resolved to delegate planning approval for the development, subject to conditions and a Section 106 agreement. The Section 106 agreement process is now ongoing, and as detailed in the Planning Report, contributions for highway mitigation measures are in the process of being agreed.

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 (copy provided in Appendix B to the report). As referred to in 1.9, since the determination letter the Section 106 agreement process is now ongoing, and as detailed in the Planning Report, contributions for highway mitigation measures are in the process of being agreed.

3. Results of consultation undertaken

3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 This will be dependent on the planning process/finalisation of section 106 agreements.

5. Comments from the Director of Finance and Corporate Services

5.1 Financial implications

There are no financial implications of the recommended proposal.

5.2 Legal implications

There are no legal implications of the recommended proposal.

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)?

Securing mitigation measures such as traffic calming and improvements to signalised junctions as part of the planning process 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

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:**

Caron Archer
Team Leader (Traffic Management)

Directorate:

Place

Tel and email contact:

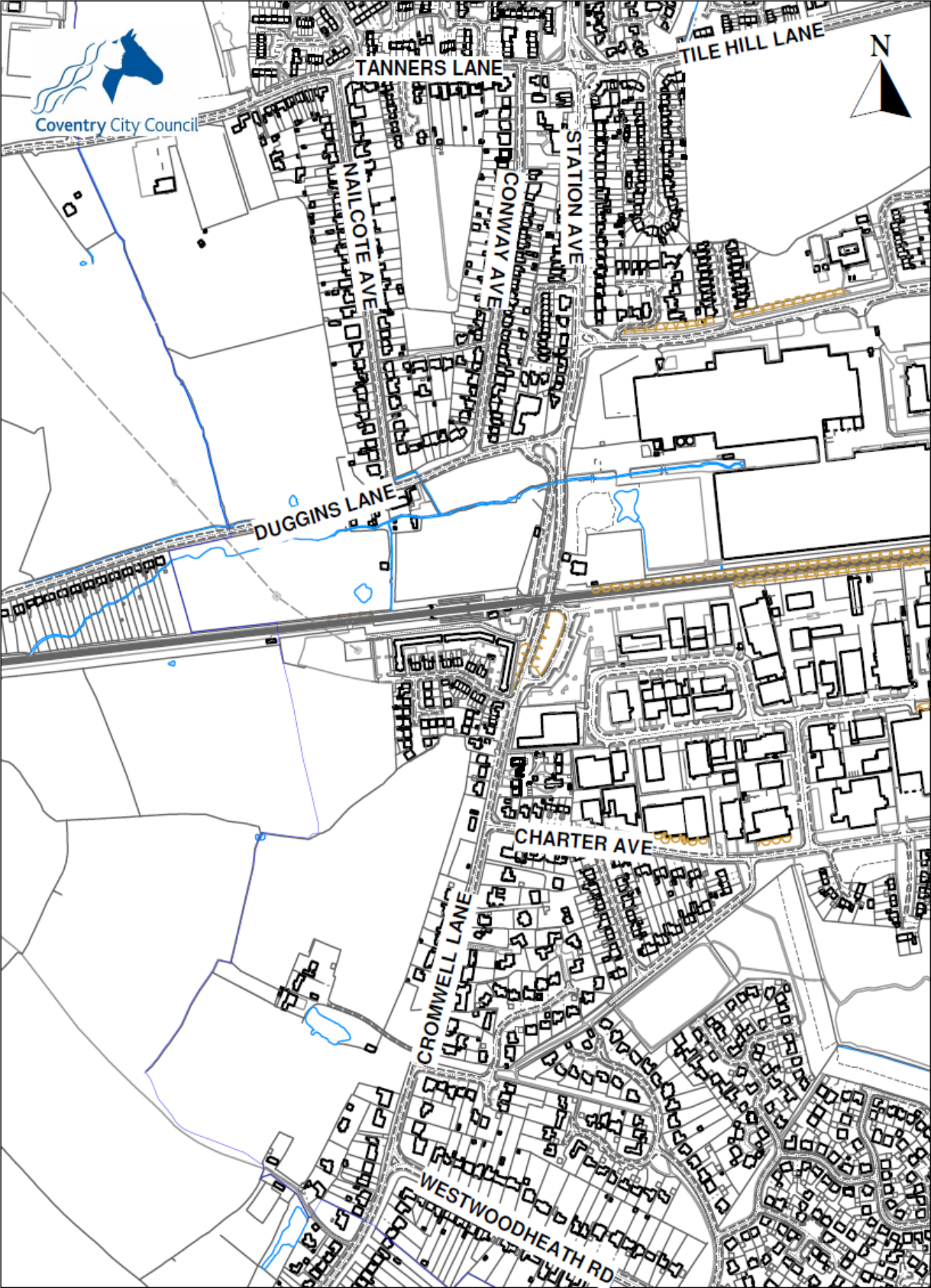
Tel: 024 7683 2062,
Email: caron.archer@coventry.gov.uk

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:				
Colin Knight	Director (Transportation and Highways)	Place	25.04.2018	27.04.2018
Karen Seager	Head of Traffic and Network Management	People	25.04.2018	30.04.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	25.04.2018	
Colin Whitehouse	Highways Development Manager	Place	25.04.2018	27.04.2018
Michelle Salmon	Governance Services Officer	Place	25.04.2018	25.04.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	25.04.2018	25.04.2018
Rob Parkes	Commercial Lawyer	Place	25.04.2018	29.04.2018
Councillor J Innes	Cabinet Member for City Services	-	26.04.2018	30.04.2018

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Appendix A – Location Plan



Appendix B – Copy of Text of Determination Letter

Re: Petition submitted on: 23 August 2017

Subject matter: 20mph Zone for a Safer and Healthier Tile Hill Village

I am writing with regard to the above petition and your request for 20mph Zone for Tile Hill Village.

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. This means your issue can be dealt with more quickly.

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

Locations where there have been six or more personal injury collisions reported to the Police in the previous three years are considered for inclusion in our safety scheme programme. The personal recorded injury collision history for the area has been reviewed which showed there were five personal injury collisions in the last three years. Therefore, the area does not meet the safety scheme criteria.

However, negotiations are currently underway with housing developers regarding proposals in the local area. The planning process includes the possibility of securing mitigation measures such as traffic calming and improvements to signalised junctions. Any proposals will be subject to local consultation.