
Cabinet Member for City Services

29th July 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherston

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected: Woodlands

Title: Petition – To implement traffic calming measures along Eastern Green Lane

Is this a key decision?

No

Executive Summary:

A petition of 8 e-signatures has been received requesting traffic calming measures on Eastern Green Lane. This report will consider both Upper Eastern Green Lane and Lower Eastern Green Lane. Lower Eastern Green Lane already has physical traffic calming measures comprising speed cushions, and a 20mph zone. Upper Eastern Green Lane has centre carriageway hatched ladder markings along its full length coupled with 'SLOW' road markings.

In accordance with the City Council's procedure for dealing with petitions, those relating to parking and road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and in response to the request made, 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 investigations undertaken and the approved action in response to the issues raised. On receipt of the determination letter the petitioner advised that they did not wish the petition to be progressed by letter and wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing waiting restrictions and the cost of introducing road safety measures is 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 paragraphs 1.6 & 1.7 of the report) 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 – To implement traffic calming measures along Eastern Green Lane

1. Context (or background)

- 1.1. A petition of 8 e-signatures has been received requesting the implementation of traffic calming measures along Eastern Green Lane. This report will consider both Upper Eastern Green Lane and Lower Eastern Green Lane.
- 1.2. The petition advises:

'This petition is being raised to request that the Council and its officers implement traffic calming measures along the length of Eastern Green Lane in order to slow traffic to the limits prescribed and by doing so avoiding the opportunity for injury or near miss incidents to local residents. We would request more speed limit proactive signage and the review of other methods not only limited to signage ie the installation of safe crossing areas and road bollards to avoid people driving at speed along the centre of the road or indeed 'chicane' installations.'
- 1.3. Lower Eastern Green Lane is approximately 300 metres in length, and connects Alderminster Road to Upper Easter Green Lane. A 20 mph zone is currently in operation outside Park Hill Primary School. The zone included traffic calming measures comprising speed cushions to physically reduce vehicular speeds, and optimise speed compliance in close proximity to the School. Observations have revealed that the 20 mph zone is working effectively.
- 1.4. Upper Eastern Green Lane is approximately 1.5 kilometres in length and connects Lower Easter Green Lane to Hockley Lane. In the 2004/05 financial year central hatching coupled with 'SLOW' road markings were installed along its full length. The objective of the central hatching is to increase the separation between vehicles travelling in opposite directions on undivided roads. The hatched area reduces the lane width and encourages drivers to proceed with caution. The hatched area provides pedestrians and other vulnerable road users with a central area to cross Upper Eastern Green Lane in a two-step manoeuvre. SLOW road markings along its length provides a constant reminder to drivers to proceed with caution. A location plan is shown in Appendix A to the report.
- 1.5. In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues 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 (see Appendix B to the report) advised of the importance of targeting road safety measures in the city. Coventry is continuing to work towards becoming a safer speed city and to ensure the funding we have is utilised carefully, we use personal injury collisions reported to the Police. A review of personal recorded injury collision history for Upper Eastern Green Lane has been reviewed. This shows that there was one personal injury collision recorded on Upper Eastern Green Lane in the last three years. Therefore, it does not meet the safety scheme criteria. As highlighted in section paragraph 1.3 above, Lower Eastern Green Lane already has a safety scheme in place.

- 1.7 As the petitioners raised concerns about speeding information detailing the Community Speed Watch initiative was included in the determination letter. The Community Speed Watch initiative 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.

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 (see Appendix B to the report) and paragraphs 1.6 and 1.7 of the report.
- 2.2 An alternative option would be the use of a mobile vehicle activated sign (VAS) over a short period of time to gauge the speed limit on Upper Eastern Green Lane.
- 2.3 The installation of central pedestrian refuges could enhance road safety by enabling pedestrians to cross Upper Easter Green Lane in a two-step manoeuvre. However, as funding has to be prioritised as referred to in section 1.6 of the report, there is no funding available for the installation of central pedestrian refuges at this time.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

- 4.1 The actions described in paragraph 2.1 of the report have already been undertaken.
- 4.2 If the alternative proposal of a mobile VAS as detailed in section 2.2 of the report is approved, this would be undertaken this financial year.

5. Comments from 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)?

N/A.

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:**

Joel Logue
Civil Engineer

Directorate:

Place

Tel and email contact:

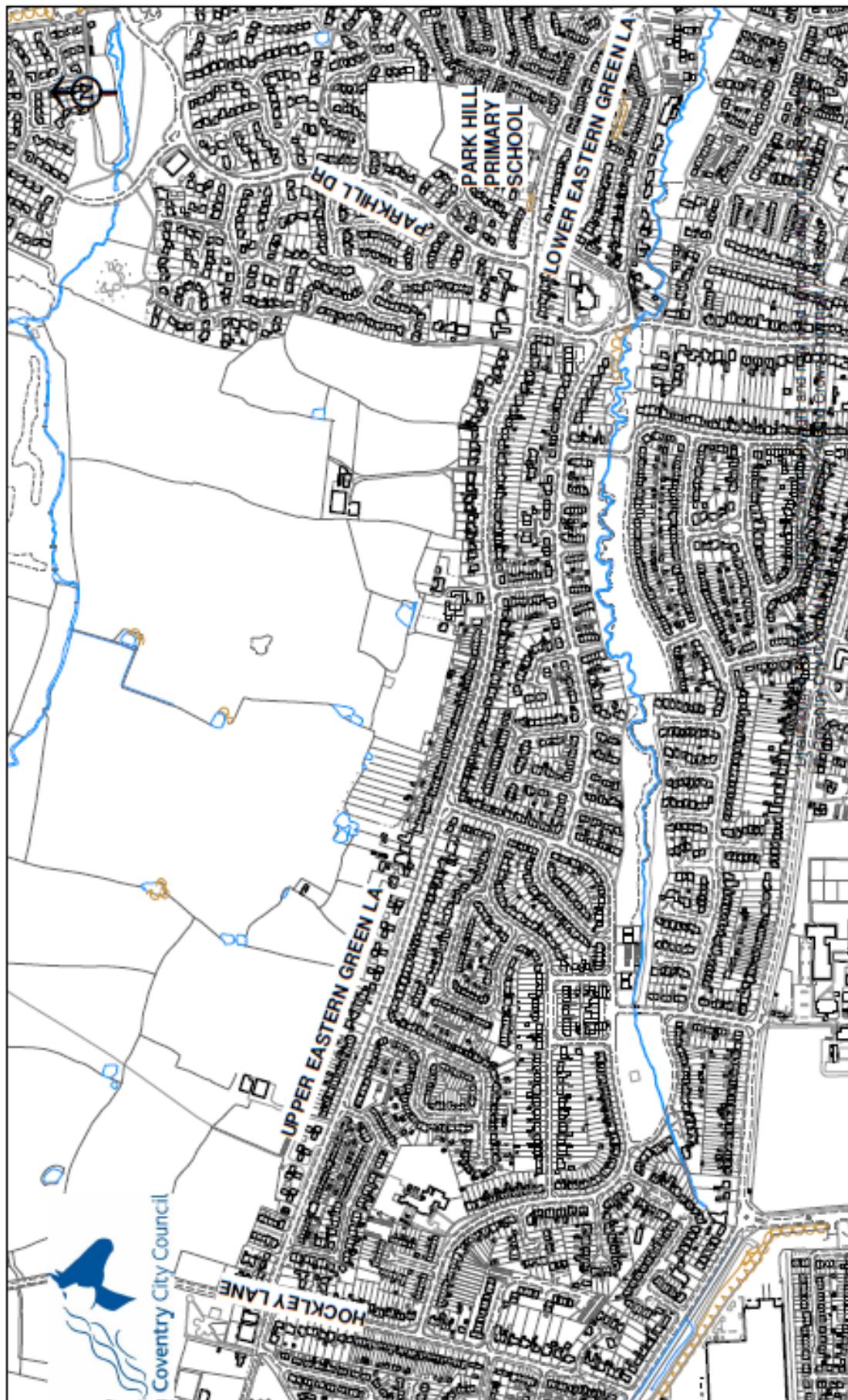
Tel: 024 7683 2062
Email: Joel.Logue@coventry.gov.uk

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:				
Karen Seager	Strategic Lead – Transport and Highways Operations	Place	17.07.19	18.07.19
Rachel Goodyer	Traffic and Road Safety Manager	Place	17.07.19	17.07.19
Michelle Salmon	Governance Services Officer	Place	17.07.19	17.07.19
Paul Bowman	Parking Services Manager	Place	17.07.19	17.07.19
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Place	17.07.19	18.07.19
Clara Thomson	Planning and Highways Solicitor	Place	17.07.19	18.07.19
Councillor P Hetherton	Cabinet Member for City Services	-	17.07.19	18.07.19

This report is published on the council's website: <https://edemocracy.coventry.gov.uk>

Appendix A – Location Plan



Appendix B – Copy of text of determination letter

Re: petition submitted on 13 December 2018

Subject matter: Request to implement traffic calming measures along Eastern Green Lane.

I am writing with regard to the above petition and your request for traffic calming measures along Eastern Green Lane.

The matter was discussed with Councillor Hetherton, 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 it can be dealt with more quickly.

It is important that we target road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is utilised 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 Upper Eastern Green Lane has been reviewed. This shows that there was one personal injury collision recorded on Upper Eastern Green Lane in the last three years. Therefore, it does not meet the safety scheme criteria. As you will be aware, there is already a safety scheme in place on Lower Eastern Green Lane.

As you are concerned about speeding, you may wish to get involved in the Community Speed Watch 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: cvcsw@west-midlands.pnn.police.uk.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. 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 have the opportunity to speak on behalf of the petitioners.

Yours sincerely



Karen Seager
Head of Traffic and Network Management
Coventry City Council