

Cabinet Member for City Services

19 October 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Bablake, Holbrook and Radford

Title: Petitions – Stop HGVs from Lyons Park using The Scotchill and Burnaby Road as a cut-through

Is this a key decision?

No

Executive Summary:

A petition with 7 signatures was received requesting restrictions to prevent heavy goods vehicles (HGVs) from using The Scotchill and Burnaby Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management issues are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and 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 that The Scotchill and Burnaby Road are on a designated lorry route. Therefore, there are no plans to introduce a weight limit on these roads. Long-term plans are under development for a road link via Keresley, which would provide an alternative route between the M6 and the A45.

On receipt of the determination letter, the petition organiser advised that she wanted the issue to be considered at a Cabinet Member for City Services meeting and raised a number of additional questions. Subsequently, the petition organiser submitted a second petition on the same subject with 121 signatures. This report responds to both petitions.

The cost of any Traffic Regulation Orders and associated works to restrict HGV movements 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 the actions confirmed by determination letter to the petition organiser (as detailed in paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location plan

Appendix B – Determination letter

Appendix C – Additional questions from petition organiser and officer response

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 - Stop HGVs from Lyons Park using The Scotchill and Burnaby Road as a cut-through

1. Context (or background)

1.1 A petition with 7 signatures was received requesting restrictions to prevent heavy goods vehicles (HGVs) from using The Scotchill and Burnaby Road.

1.2 The petition reads as follows:

“We the undersigned petition the Council to put up signs at both ends of Burnaby Road and The Scotchill restricting HGV lorries over 7.5 tonnes or HGV length of over 7.5m/ 24'6” (except for local buses and for access) using these roads as a cut through from and to Lyons Park on Coundon Wedge Drive. Also to put up signs on the M6 guiding HGV lorries along the correct route to Lyons Park, Coundon Wedge Drive. The Scotchill and Burnaby Road have become a cut through route for many HGV and LGV lorries delivering to AMAZON and other companies on Lyons Park. Residents of these roads want to restrict / reduce as many HGV and LGV lorries from using this route day and night.”

1.3 The Scotchill and Burnaby Road are local distributor roads linking Holbrook Lane, Beake Avenue and the B4098 (Radford Road / Tamworth Road) and form a designated lorry route. A location plan is shown in Appendix A to the report.

1.4 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.

1.5 The determination letter (copy in Appendix B to the report) advised that The Scotchill and Burnaby Road are on a designated lorry route. Therefore, there are no plans to introduce a weight limit on these roads. Long-term plans are under development for a road link via Keresley, which would provide an alternative route between the M6 and the A45.

1.6 On receipt of the determination letter, the petition organiser raised a number of additional questions. These are listed and responded to in Appendix C.

1.7 Subsequently, the petition organiser submitted a second petition on the same subject with 121 signatures. The petition is sponsored by Councillor Keough. The petition reads as follows:

“Preventing HGV lorries from using The Scotchill and Burnaby Road as a cut through from Lyons Park to and from the M6.”

1.8 This report responds to both petitions.

2. Options considered and recommended proposal

2.1 The recommended actions in response to the issues raised have already been approved and are detailed in paragraph 1.5 and in the determination letter (Appendix B to the report).

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The agreed Determination Letter (appendix B) was sent on 11 July 2022.

5. Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

There are no financial implications to the Council of the recommended actions (paragraph 1.5).

The cost of any Traffic Regulation Orders and associated works to restrict HGV movements is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

N/A.

6.2 How is risk being managed?

N/A.

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) climate change and the environment

None.

6.6 Implications for partner organisations?

None.

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

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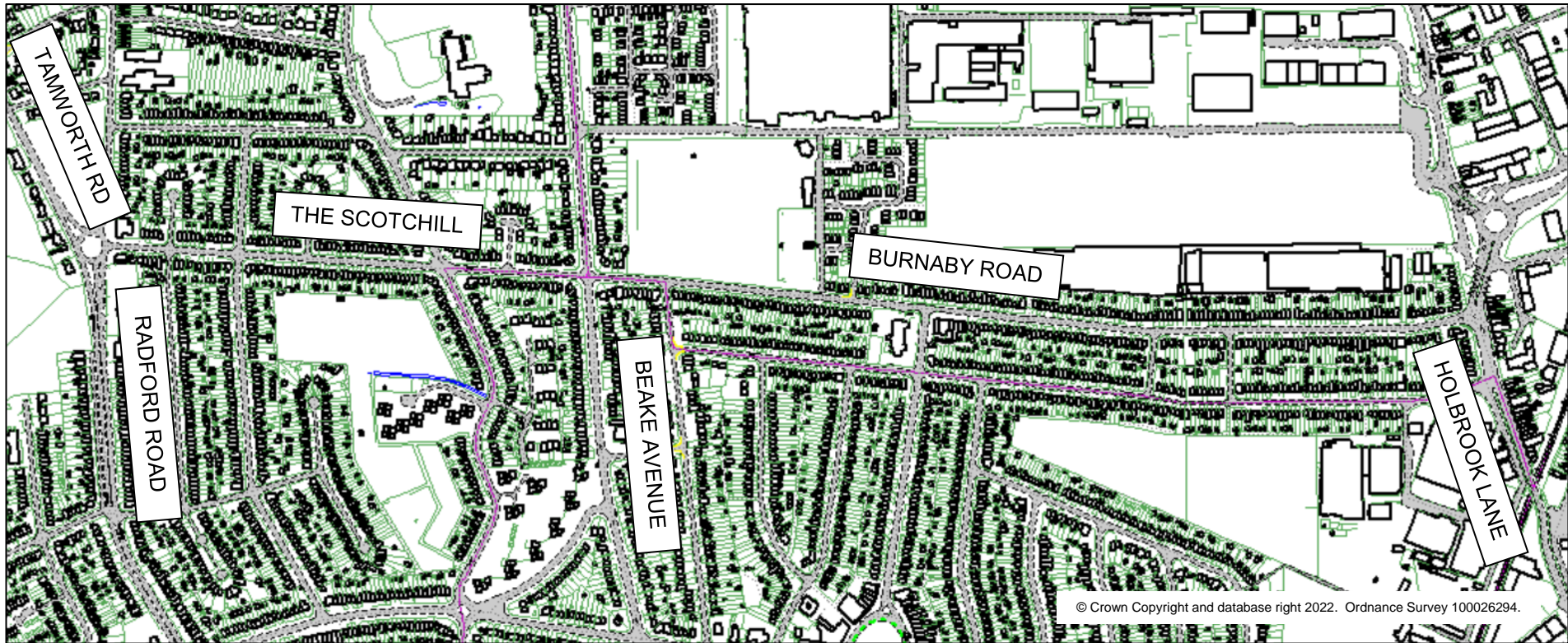
Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Head of Traffic	Transportation and Highways	29/09/2022	
John Seddon	Head of Transport & Innovation	Transportation and Highways	29/09/2022	04/10/2022
Caron Archer	Principle Officer - Traffic Management	Transportation and Highways	29/09/2022	06/10/2022
Joel Logue	Highways, Traffic & Road Safety Engineer	Transportation and Highways	29/09/2022	30/09/2022
Lara Knight	Governance Services Co-ordinator	Law and Governance	29/09/2022	10/10/2022
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	29/09/2022	04/10/2022
Rob Parkes	Team Leader	Law and Governance	29/09/2022	03/10/2022
Councillor Hetheron	Cabinet Member for City Services		06/10/2022	07/10/2022

This report is published on the council's website:

www.coventry.gov.uk/councilmeetings

Appendix A – Location plan



Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for restrictions on HGV access to Burnaby Road and The Scotchill.

The matter was discussed with Councillor Hetheron, 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.

Burnaby Road and The Scotchill are on a designated lorry route. Therefore, there are no plans to introduce a weight limit on these roads. Long-term plans are under development for a road link via Keresley, which would provide an alternative route between the M6 and the A45.

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.

Appendix C – Additional questions from petition organiser and officer response

<p>Use of The Scotchill and Burnaby Road by HGVs and Introduction of Designated Lorry Route</p> <p>“I do not believe the highways and Traffic Management team realise how bad things have got and what size the HGV vehicles are that are using Burnaby Road and The Scotchill. Not only is the weight an issue but also the length of the HGV’s are an issue.”</p> <p>“In the last three years the frequency and size of HGV lorries using these roads have increased exponentially. They are causing damage to the roads and vehicles and houses. Not only that but the amount of lorries has now had a profound effect on house prices along The Scotchill.”</p> <p>“Even when the HGV lorries that came down my road from JLR years ago did not impact on mine or my neighbours life and health as it does now. The frequency of the JLR lorries were so infrequent we hardly noticed them. But since AMAZON has arrived along with other warehouses and companies the amount of lorries now driving down Burnaby Road and The Scotchill have increased more than is acceptable. This is absolutely unacceptable to myself and to my neighbours. I and my neighbours wish to know when exactly did The Scotchill and Burnaby road become a designated lorry route please.”</p> <p>“With regards to the original petition, if there are no plans to put weight restrictions on Burnaby Road and The Scotchill then I request a restriction of length to be put on these roads just as has been put on Broad Lane.”</p>	<p>The Scotchill and Burnaby Road are local distributor roads and as such are open to all traffic to travel through the area. They have been signed as a designated lorry route since 2009. Therefore, there are no plans to introduce a weight or length limit on these roads. Plans are currently under development for a link road via Keresley that will provide an alternative route between the M6 and the A45.</p>
<p>Speed of HGVs and average speed enforcement</p> <p>“Also the speed at which they drive has become an issue too!”</p> <p>“I also wish to know why the average speed cameras are NOT working along The Scotchill please? It does not seem to have prevented any speeding!! In which case I feel the average speed cameras are probably too far apart!”</p>	<p>Average Speed Enforcement (ASE) is in place on Burnaby Road and The Scotchill; the ASE cameras detect vehicles and calculate their average speed by measuring the time taken to travel between fixed points. Any driver found guilty of exceeding the speed limit receives a fine. Since the introduction of ASE, over 650 drivers have received such fines; however, data indicates that 97% of drivers on this route drive at or below the speed limit.</p>

<p>Requirement for temporary traffic management for the installation of vehicle dropped crossings on The Scotchill and Burnaby Road</p> <p>“I have also tried to get quotes to have a driveway to be made at the front of my house and there has been no-one who has come back to me to give a quote for the work to be carried out. The reasons for no quote has been: The road is too busy and too dangerous due to the size and speed the HGV lorries drive at, the Council now wants a traffic management system in place around such works on a like mine and its now become too expensive to pass on to our customers.”</p>	<p>Temporary traffic management is required for works on the highway to ensure the safety of those undertaking the works, as well as other road users. This requirement is not due specifically to the number of HGVs but is a safety precaution due to the presence of live traffic. The type of temporary traffic management depends on the volume of traffic in general, not only the number of HGVs, as well as the highway layout.</p>
<p>Dangerous driving by HGV drivers</p> <p>Many times myself and my neighbours have witnessed extremely bad driving, and other risks these lorry drivers are taking. I have tried to photograph these incidents such as 2 HGV's passing each other and having to mount the pavements to do so!!</p>	<p>HGV drivers are required to successfully complete training and tests. There are also limits on drivers' working hours. Concerns regarding dangerous driving should be drawn to the attention of the Police and the driver's employer.</p>
<p>Pollution caused by HGV traffic and potential impact on health</p> <p>“The pollution due to the increase in HGV lorries along The Scotchill has caused me to have worsening of my health, in particular my asthma and mental health. The lorries keep me awake during the night, causing sleep deprivation. My house has black soot/dust in continually, so I can only assume that is what I am breathing into my lungs!”</p>	<p>The City Council monitors air quality at various locations across the city and is implementing a variety of schemes to address improve air quality, including highway changes where Nitrogen Dioxide levels exceed the National Objective. The Scotchill and Burnaby Road have not been highlighted as part of the Council's air quality monitoring. Notwithstanding the above, plans are currently under development for a link road via Keresley that will provide an alternative route between the M6 and the A45.</p>
<p>HGVs mounting the footway</p> <p>“All the HGV Lorries coming off the roundabout from Tamworth Road to The Scotchill mount the corner of the pavement outside the corner shop. I and my dog have had many near misses standing there waiting to cross the road.”</p>	<p>Remedial measures will be considered, depending on the outcome of observations on site.</p>

<p>Contravention of weight limit and anti-social behaviour on Waste Lane</p> <p>“I have witnessed these HGV lorry drivers pull up on the pavement while taking a TACO break, blocking neighbours driveway and not moving until his time is up. I have witnessed some of these lorry drivers throwing their rubbish out of the windows as they drive along The Scotchill, I have had bottles of their wee land in my front garden, and also my neighbours have had this too. I have no photographs of these bottles but other bottles have turned up in hedges along Coundon Wedge drive and Waste Lane. I have witnessed HGV lorries using Waste Lane even though there a weight restriction on it. I have seen them park up and jump out of their cabs runs cross the road in Waste Lane and urinate in the bushes. It has now come to light that they also defecate in the bushes too!! These bushes are not thick enough to hide a person doing this sort of personal urination and defecation.”</p>	<p>Additional advance signage notifying drivers of the weight limit on Waste Lane will shortly be installed. At present, only the Police have the power to enforce the weight limit. However, the City Council is currently consulting on proposals to apply for moving traffic enforcement powers. If the application proceeds and is successful, Waste Lane may be considered for moving traffic enforcement in the future.</p>
<p>Traffic monitoring undertaken while COVID-19 restrictions were in place</p> <p>I also wish to ask why a traffic monitoring was done during the COVID 19 Restrictions which then gives a false representation of the amount of traffic that travels along The Scotchill? I and my neighbours request this traffic monitoring to be done again as we feel the recent one is misrepresenting the true amount of traffic using our roads.</p>	<p>Residents had raised concerns about speeding vehicles on Burnaby Road and The Scotchill for many years before the Covid 19 pandemic. The personal injury collisions related to speeding vehicles justified the use of ASE at this location, and the surveys undertaken were to ensure the scheme is operating as effectively as possible. The data captured provided a good indication of vehicular speeds and flows and was therefore valid to use as a barometer.</p>