



Communities and Neighbourhoods Scrutiny Board (4)

Time and Date

4.00 pm on Wednesday, 26th November, 2014

Place

Committee Rooms 2 and 3 - Council House

Public Business

1. **Apologies and Substitutions**
2. **Declaration of Interest**
3. **Minutes**
 - (a) To agree the minutes of the Communities and Neighbourhoods Scrutiny Board (4) meeting held on 17th September 2014 (Pages 3 - 4)
 - (b) Matters Arising
4. **Cycle Coventry – Post March 2015** (Pages 5 - 14)
Briefing Note of the Executive Director, Place
5. **Enforcement Techniques to Improve Journey Times and Keep Traffic Moving Safely** (Pages 15 - 20)
Briefing Note of the Executive Director, Place
6. **Work Programme 2014-15** (Pages 21 - 24)
Report of the Scrutiny Co-ordinator
7. **Meeting Evaluation**
8. **Any other items of public business**
Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved.

Private Business

Nil

Chris West, Executive Director, Resources, Council House Coventry

Tuesday, 18 November 2014

Note: The person to contact about the agenda and documents for this meeting is Matthew Rossi (Tel: 024 7683 3079)

Membership: Councillors M Auluck, M Hammon, L Harvard, T Khan, C Miks, K Mulhall, B Singh (Chair), D Skinner and R Thay

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting OR if you would like this information in another format or language please contact us.

Matthew Rossi

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Coventry City Council
Minutes of the Meeting of Communities and Neighbourhoods Scrutiny Board (4)
held at 4.00 pm on Wednesday, 17 September 2014

Present:

Members: Councillor B Singh (Chair)
 Councillor M Auluck
 Councillor M Hammon
 Councillor L Harvard
 Councillor C Miks
 Councillor K Mulhall
 Councillor D Skinner
 Councillor R Thay

Other Members: Councillor F Abbott

Employees (by Directorate):

M Rossi, Resources Directorate
S Symonds, Resources Directorate
R Tennant, Chief Executives Directorate

Public Business

5. Apologies

There were no apologies for absence received.

6. Declaration of Interests

There were no disclosable pecuniary interests declared.

7. Minutes

The minutes of the Communities and Neighbourhoods Scrutiny Board (4) meeting held on 23rd July 2014 were signed as a true record. There were no matters arising.

8. Asset Based Working in Coventry

The Scrutiny Board received a briefing note and presentation of the Director of Public Health to consult on emerging plans to develop asset based working in Coventry.

Members were split into small groups and asked to feed back on the following topics –

1. How can we work differently with local people?
2. How can we work with elected members to take this forward?
3. How can we build on and work with elected members' skills and knowledge as community leaders?

The key themes that emerged from the workshop included promoting better use of community facilities to support older people, capitalising on local groups such as Friend of Parks, exploring how social media could support this work and encouraging people to support new neighbours.

Members also supported an incentive to encourage communities to keep their neighbourhoods clean by creating a “cleanest street” competition.

Scrutiny Board Members discussed the volume of community groups in Coventry and the difficulty with knowing who to contact. Members noted that the Cabinet Member (Community Development, Co-operatives and Social Enterprise) had recently approved for the development of a Community Directory/Single Point of Access in Coventry, which would enable this information to be kept in one place.

The Scrutiny Board discussed methods of engaging with the community and emphasised the pivotal role that elected members had in working with local communities and community groups in supporting residents to do more for themselves, both individually and collectively.

RESOLVED, that the Scrutiny Board noted the contents of the paper and their comments would be used to inform the development of a strategy and work programme for Asset Based Working in Coventry.

9. **Report Back on the Work Of Outside Bodies - Regional Flood and Coastal Committee**

The Scrutiny Board considered a report on the work of the Regional Flood and Coastal Committee over the last twelve months and information on attendance by the City Council’s representatives.

RESOLVED, that the Scrutiny Board noted the content of the report and that the Council continues to appoint to this body.

10. **Work Programme 2014-15**

The Scrutiny Board noted the contents of the work programme and noted that the Public Toilet Review would be considered as part of the overall review of city-wide facilities.

11. **Meeting Evaluation**

The Scrutiny Board evaluated the meeting and their comments would be used to ensure the continued efficiency and effectiveness of future meetings.

12. **Any other items of Public Business**

There were no additional items of public business.

(Meeting closed at 5.05 pm)



Coventry City Council

Briefing note

To: Communities and Neighbourhoods Scrutiny Board (4)

Date: 26th November 2014

Subject: Cycle Coventry – Post March 2015

1 Purpose of the Note

- 1.1 As Scrutiny Board were aware that the funding runs up to March 2015, the board asked for a report setting out any plans for a cycling programme after this time. This report gives a brief overview of work completed to date and outlines funding agreements and further opportunities for funding cycle and pedestrian provision across the city from April 2015 onwards.

2 Recommendations

- 2.1 To support the continuation of the Cycle Coventry programme, seeking additional funding where possible; and to support the improvements and route provision on the network as set out in the proposed Cycling Strategy. In addition to support the provision of cycling training and bike maintenance courses to the population of Coventry, in particular focussing on those areas of the city in greatest need.

3 Information/Background

- 3.1 Cycle Coventry has funding from the Department for Transport Local Sustainable Transport Fund, part directly and part via Centro through a West Midlands Regional bid. As shown in the table below this is for a period of 3 years which is coming to an end in March 2015.
- 3.2 All of the infrastructure planned for in the bid will be completed by March 2015. A map of completions to date will be displayed at the meeting. Just under half of the funding has been to work with local people on education and promotion activity. Evidently it would be advantageous to continue promoting the routes and working with people across the city to encourage further cycling, particularly as some routes will only be completed towards the end of the 3yr programme.
- 3.3 Whilst this programme has been successful so far, it is a relatively short period to achieve long term changes, therefore we are looking to continue. There are some funding commitments just agreed which carry us forward into the next 12 months, and we are working to gain more funding where available. As a Marmot City the ongoing public health aims are to get more people active, and the need to reduce motorised travel and improve air quality is still an issue for Coventry, therefore increasing the number travelling on foot or

by bike through a continued Cycle Coventry programme can help to meet both of these objectives of the Council.

- 3.4 A full year 1 monitoring report was presented to Scrutiny Board in February. A further 12 months of data will be reported at the end of the programme, showing levels of participation and monitoring of numbers cycling around the city.

Table 1. Funding Commitment for Cycle Coventry

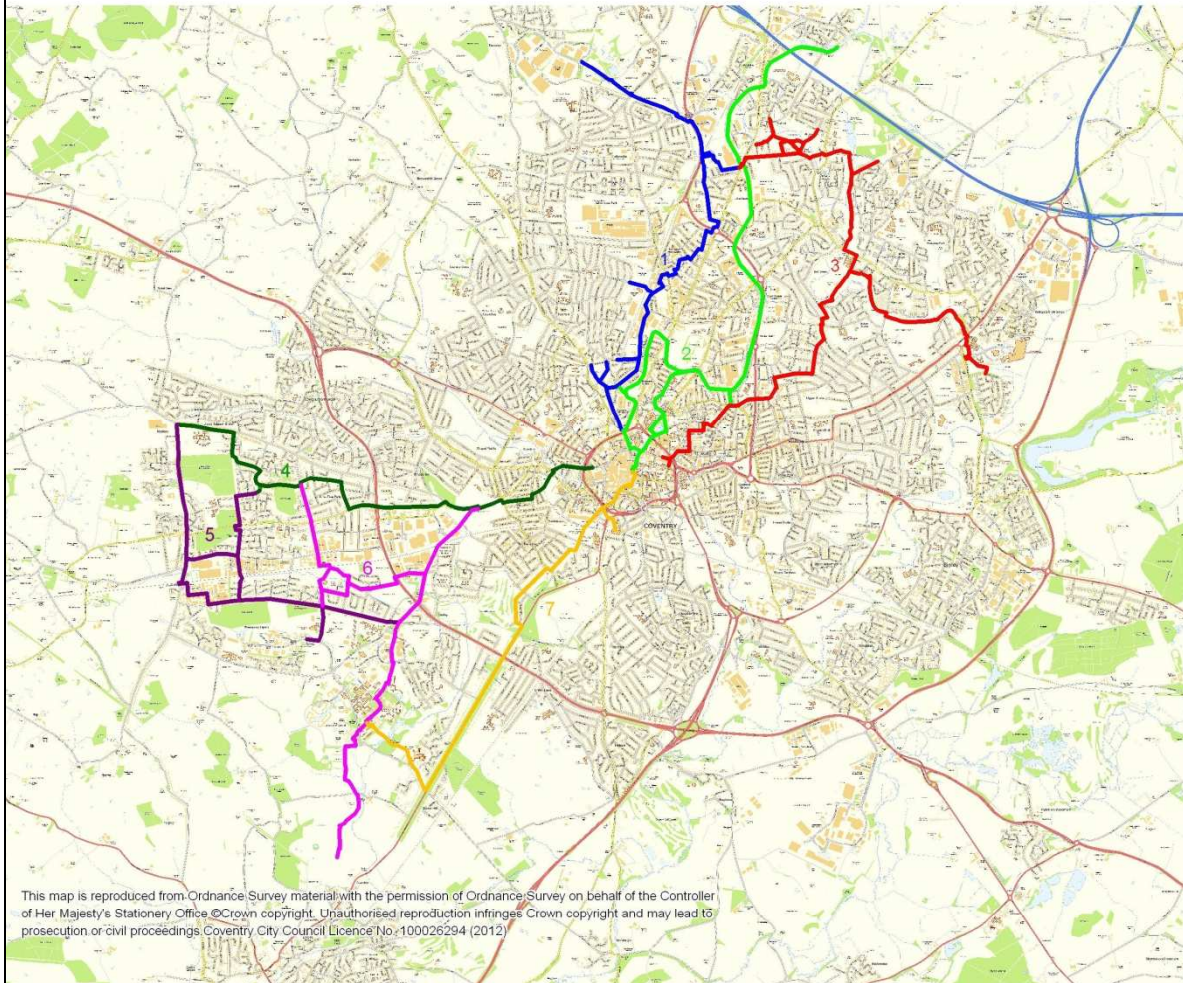
£,000's	2012/13	2013/14	2014/15	Total
North Coventry				
Revenue funding	274.1	550.8	705.1	1,530
Capital funding	500	760	640	1,900
	774.1	1310.8	1,345.10	3,430
South Coventry				
Revenue funding	275	379.5	379.5	1,034
Capital funding	195	1,319	948	2,462
Total	470	1,698.50	1,327.50	3,496

4 Cycle Coventry current programme 2011/12-2014/15.

Infrastructure completions

- 4.1 All infrastructure work in the current programme is due to be completed by March 2015. Map 1 shows the 7 routes we are working on at present. We have completed some of the major sections, Charter Avenue and Hearsall Common in the south, and a route through Sowe Valley which extends from Eburne Road through to Wyken Croft and Anstey Road to connect with the hospital.
- 4.2 When complete all the routes will be properly signed, and the key has been on providing a much safer environment particularly for cyclists who are less confident. Therefore we have been focussing on safer crossings on many routes, with Toucan controlled crossings, central refuges and new zebra/tiger crossings (all of which benefit pedestrians as well).
- 4.3 We formally opened Route 11, via Hearsall Common and Charter Avenue in September. This links the city centre to Hearsall Common and Canley, and connects the local rail stations of Tile Hill and Canley on to a safe network, linking to the Westwood Business Park, Xcel Leisure, and local secondary schools, and University of Warwick. We are already seeing an average of 300 people a day cycling on the Hearsall Common sections, with some peak days in the summer of 400 (figures from continuous cycle counters on the route).

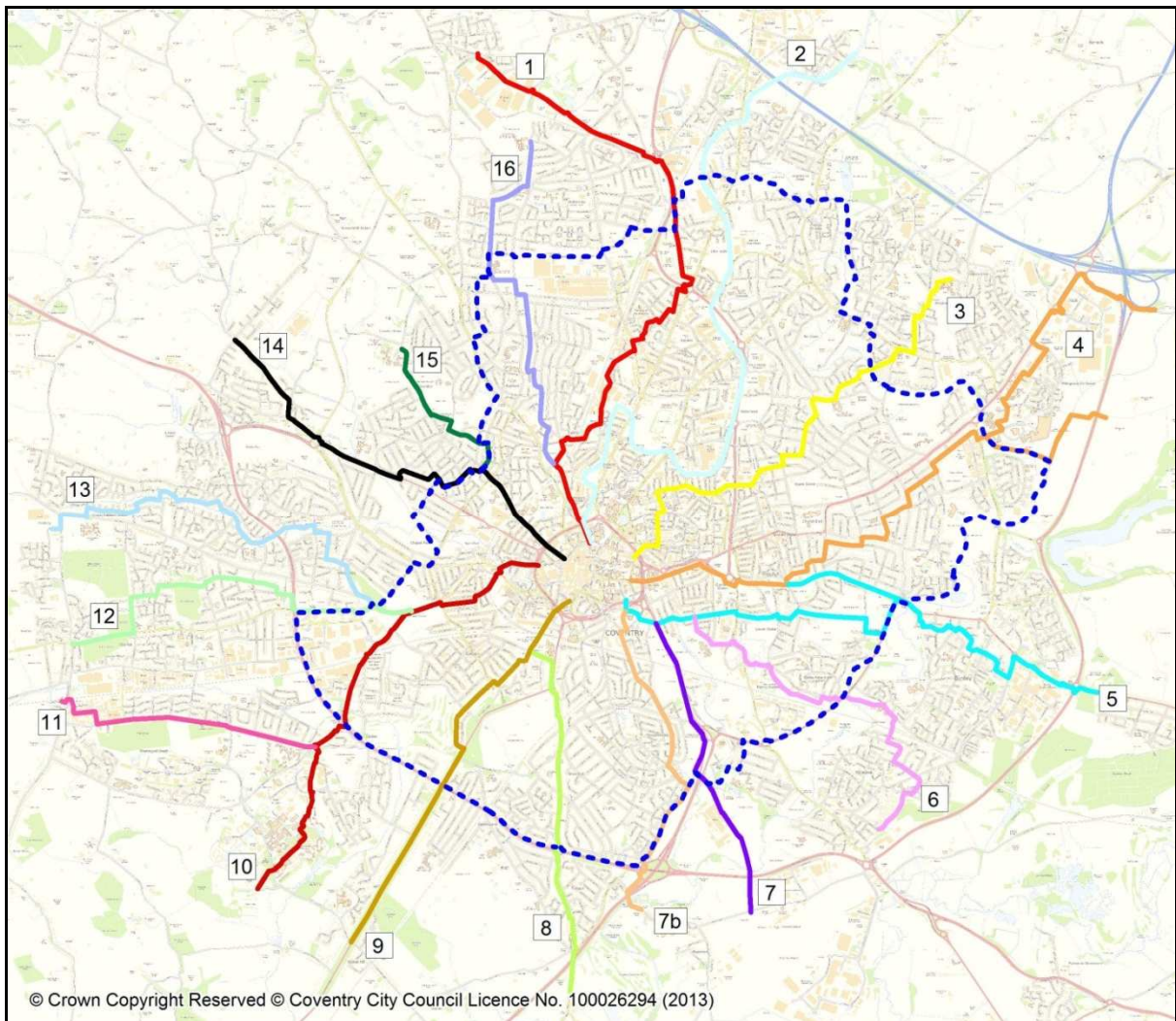
Cycle Coventry - Indicative Cycle Route Network



- Route 1 - City centre to Ricoh Arena, including links to Radford
- Route 2 - City Centre to Hawkesbury via Hillfields and Coventry Canal
- Route 3 - City centre to Longford via Henley, with spur to hospital
- Route 4 - City centre to Tile Hill
- Route 5 - Tile Hill to Canley
- Route 6 - Links to Kenilworth
- Route 7 - City centre to Kenilworth via University of Warwick

Map 1 Cycle Coventry Programme 2011/15 (nb. route numbers for bid purposes – final numbers shown in map below)

- 4.4 These 7 routes form part of an overall plan to develop a network for cyclists right across the city. These are shown on map 2 below. This proposed network is part of the draft Cycling Strategy which we aim to incorporate in a Transport Strategy as part of the Local Plan for Coventry. (Formal consultation will commence on the wider proposals and the Local Plan next year).
- 4.5 Developing the cycle network as part of the Local Plan gives the opportunity to seek some of these improvements through the development plan process including any new urban extensions. This allows some of the network to be built well from the start with good design standards.
- 4.6 As well as these routes across the city we will continue to look at how the links with Warwickshire can be developed further in the future.



Map 2 Cycle Coventry Route Network.

Cycling support programme – ‘Smarter Choices’.

- 4.7 The current programme of work has included cycle ride training, maintenance classes and led rides in groups. We have also worked closely with some businesses and schools to develop action plans to help encourage more people to walk and cycle to work. Our promotion at events such as the Godiva festival has also generated a lot of interest in people taking up the cycle classes. Numbers attending shown below for:
- Adult / over 16s Training
 - Children’s Training
 - Organised Leisure Rides – Adults and Children.
- 4.8 We have had extremely good feedback from people taking part that they have really valued the events they have attended. We are also starting to see an increase on some of the routes now completed, with more cyclists travelling.
- 4.9 As Coventry is a Marmot City the opportunity to target some of the more deprived wards, with poorer health indices, has been a critically important part of the Cycle Coventry Programme. A major focus of this has been the additional training for children, in areas which the Public Health Department have been keen to work on. We have targeted community groups as well as schools in Foleshill, Tile Hill, Willenhall, Longford and Courthouse Green, training over 1,000 additional children in 6 months. Providing training at an early stage has been proven to encourage people to cycle more and be safer when they do.
- 4.10 The graph in figure 1 shows flows on some of the routes, showing routes in the south where we have completed some sections. There is a bit of a dip in the summer, partly due to holiday period.

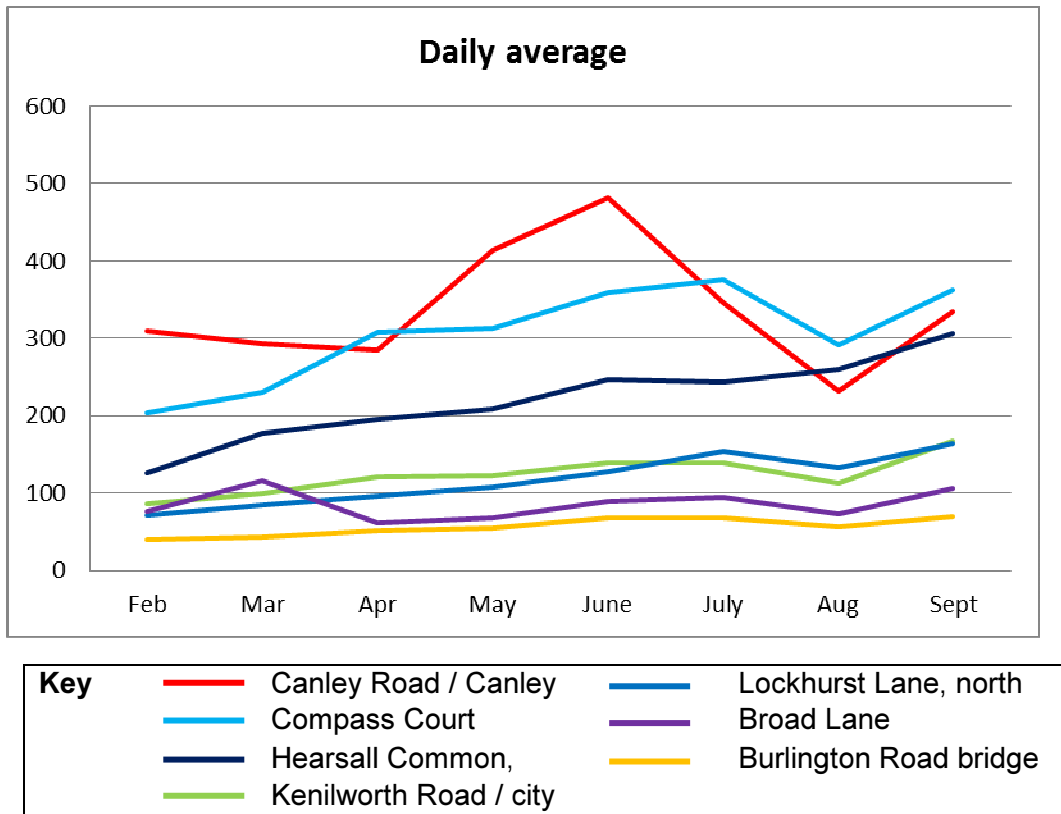
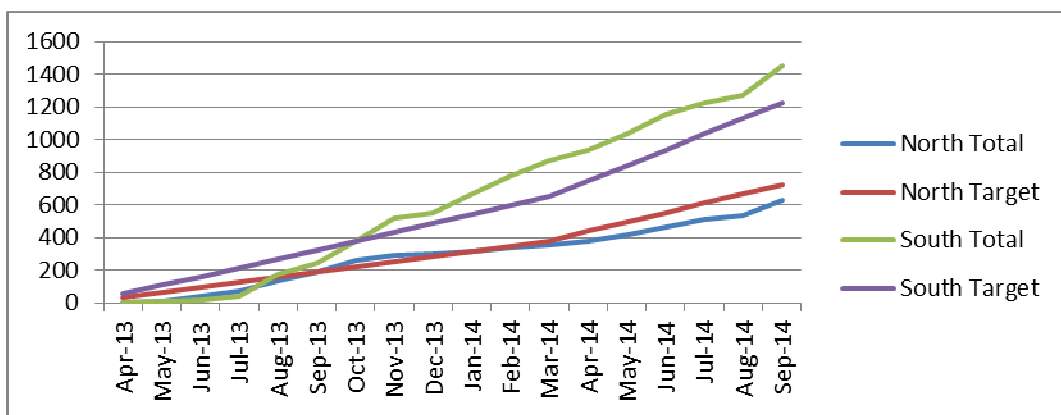


Figure 1 Daily average cyclists on Cycle Coventry routes.

Adult Training.

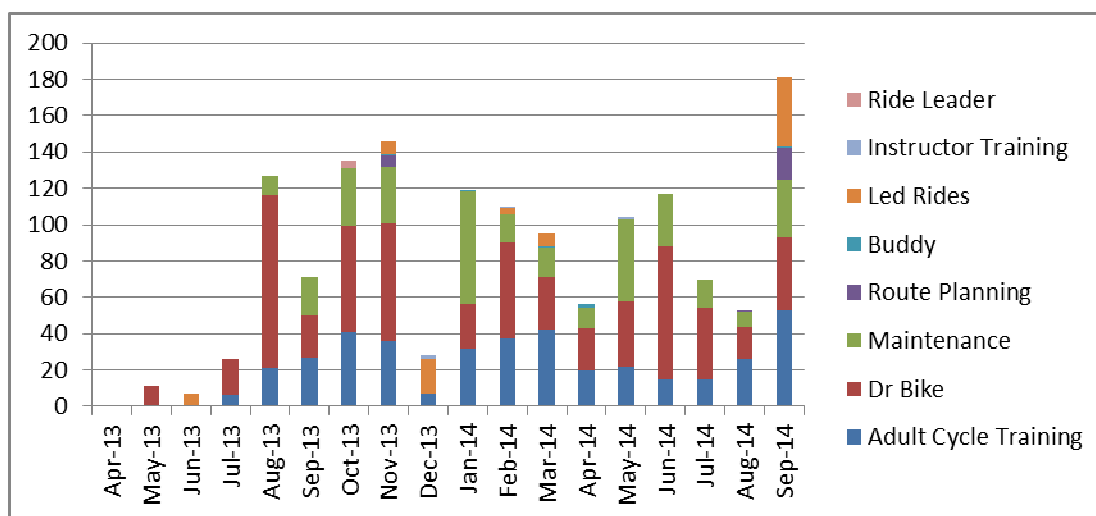
The graphs below show the numbers participating in over 16s/adult training.



Graph 1 - Participation rates against target.

4.11 Graph 1 shows the numbers taking part in cycle support activities in Coventry. It gives the split by north and south as the two areas were part of separate bids to the Dept for Transport therefore we need to monitor and report separately. As it shows the take up in the north is below target. It has improved in the last 6 months owing to additional attention and promotion, therefore we will be focussing our attention in this area in the next 12 months to improve the participation levels.

4.12 Graph 2, below shows the type of activity that people have taken part in. The most popular is the cycling skills/learn to ride sessions, and maintenance training, including ‘Dr Bike’.



Graph 2 Participation by type of class/event.

Children’s Training.

4.13 Free Bikeability cycle training at primary schools in priority neighbourhoods where previously training was not available due to parental contribution required and/or poor condition of children’s bikes.

- 330 children – 8 primary schools in priority neighbourhoods: John Gulson and St Laurence’s (Foleshill); Leigh and Limbrick Wood (Tile Hill); St Anne’s (Willenhall); Longford Park (Longford); Courthouse Green (Courthouse Green) and Stoke

4.14 Public learn to ride / basic skills courses alongside adult training

- 306 children on 54 Saturday courses at Woodlands, Ricoh Arena, Coventry Sports Centre, Xcel and Moat House Leisure Centres and Foleshill Fire Station.

4.15 After-school and holiday activities including bike skills, bike maintenance and road awareness

- 527 children: Bell Green Scout Group; 5 primary schools: Charter (Canley), John Gulson and St Laurence’s (Foleshill), St Anne’s (Willenhall), and Courthouse Green

(Courthouse Green); Barr's Hill Secondary School (Radford); Stoke Heath Community Centre; Godiva Festival and Tile Hill Community Day.

British Cycling – 'Sky' Rides.

- 4.16 We have also commissioned British Cycling to run a programme of led rides - 34 Sky Ride Local guided rides have proved to be very popular this year with 420 participants; in 2013 we had just over 250.
- 4.17 Additionally this year we hosted a 'Sky Ride – City' which 8,000 people took part in on 21st September. These have been very popular with both adults and children.

5 The future for Cycle Coventry - 2015/16 funding agreements and opportunities.

- 5.1 Cycle Coventry has been a successful programme of new routes and training thanks to the Government's Local Sustainable Transport Fund. Figures in this report show that new routes are being well used, and the participation in cycling activity is good as we are able to target people through work, school and community groups.
- 5.2 The need to continue this work is evident, as pressures on the city remain with air quality issues and the ongoing public health aims to get more people active. More people travelling on foot or by bike benefits the wider environment and helps individuals improve their own health.
- 5.3 Whilst this programme has been successful, it is a relatively short period to achieve long term changes, therefore we are looking to continue. There are some funding commitments just agreed which carry us forward into the next 12 months, and we are working to gain more funding where available , and use the development process where possible.

Capital/infrastructure - Developer funding.

- 5.4 Further network improvements under existing Section 106 commitments (eg. Bannerbrook Development). An allocation of £300k for 2015/16 and £250k for 2016/17 has been agreed for work on Banner Lane and Broad Lane. This includes pedestrian improvements.
- 5.5 Improvements have been agreed to provide for pedestrians and cyclists at Lynchgate Road in association with University of Warwick developments on their campus, this is expected to take place within the next 12 months.
- 5.6 Any further opportunity to secure funds and cycle improvements through development will be sought through the normal Planning Approval process. As noted before establishing

the Cycle Coventry network as part of the Local Plan for Coventry strengthens the opportunity to gain improvements through new developments including any new urban extensions.

Capital/infrastructure - Department for Transport Funding.

- 5.7 The Department for Transport has recently asked Local Authorities for Expressions of Interest in developing a Cycling Action Plan to work in partnership with DfT on cycling and walking provision over the next 10 years. It does not at present indicate how much money might be available. We will be submitting an expression of interest and will develop a draft Cycling Action Plan for consideration by members. It is proposed that this action plan draws on proposals set out in the recent (but unsuccessful) bid for LSTF 15/16 funding, and a city wide Cycle Coventry network, as illustrated in map 2 earlier in the report.

Capital/infrastructure - Regional/European funding.

- 5.8 At present there are cycling improvements within some of the agreed schemes across the city, although no separate budget for cycling improvements as standalone.

Promotion and training – ‘Smarter Choices’ programme.

- 5.9 With the concern over air quality in Coventry and many other urban areas, it continues to be important to encourage the shift away from motorised modes and get more people cycling and walking where possible. Figures so far show we have seen an increase on some of the routes, indicating that there are more people who would like to cycle if we can provide safer, and more comfortable routes for them.
- 5.10 As we will have completed 7 routes, it is important that we take the opportunity to promote their use particularly over the Spring and Summer next year. As noted earlier in this report we have been working closely with Public Health Department in the Council. The 3 routes in the north - through Sowe Valley up to Longford Park; the canal towpath and the route via Radford Recreation ground up to Ricoh Arena, provide for safer cycling in some of the most deprived wards of Coventry.
- 5.11 We have been working closely with the Public Health Department to target areas with the highest differences in mortality rates/low rates of healthy activity and higher deprivation indices. As Coventry is a Marmot City, Public Health are keen to continue this work and have committed additional funding for March 2015. This will allow us to continue the engagement with the community groups and schools in these wards and reach more people through training and events. As figures earlier in the report show, the take up through targeted work with community groups and children has been most effective.
- 5.12 To continue to promote the routes which will be completed by March 2015, we have put together a package of work that includes training, education and promotion. This part of Cycle Coventry has been successful so far and therefore we are pleased to have funding agreed to continue work for at least a further 12 month period 2015/16.
- 5.13 The funding for this 12 months, comes jointly from Centro (as partners in regional bid) and from the Public Health Department.

5.14 The invitation to establish a Cycling Action Plan partnership with DfT as described above in the capital funding is also likely to allow for further revenue funding. Therefore we will include a package within a draft proposal to continue this part of the work beyond the 2015/16 period.

6 Conclusion

6.1 As the Cycle Coventry project has been very well supported by the public and council members, there is benefit in securing new funding to continue providing the infrastructure and training programmes that have been popular with people in Coventry so far and which contribute towards the Council's corporate priorities.

Samantha Tharme

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Coventry City Council

Briefing note

To

Public Services, Energy and Environment Scrutiny Board (4)

Date

26 November 2014

Subject

Enforcement techniques to improve journey times and keep traffic moving safely

1 Purpose of the Note

- 1.1 The purpose of this Note is to provide Scrutiny Board with an overview of Coventry's use of Civil Enforcement and other associated techniques in the effective management of the City's road network.

2 Recommendations

- 2.1 It is recommended that the Public Services, Energy and Environment Scrutiny Board (4) note the contents of the report.

3 Background

Legislation

- 3.1 Government encourages local highway authorities to have a modern, efficient and sustainable transport system and road network. Effective management of the road network is a key part of this and under the Traffic Management Act 2004(TMA) the Council has a statutory duty to manage the road network with the aim of securing the expeditious movement of traffic on the city's road network and facilitating this on other authorities' road networks.
- 3.2 As part of the TMA authorities were required to introduce decriminalisation of parking offences using the powers in the Road Traffic Act 1991 (RTA). Coventry became a Decriminalised Parking Enforcement (DPE) Authority in April 2005 and responsibility for parking enforcement transferred from the West Midlands Police to the Council.
- 3.3 In March 2008, specific parts of the RTA 1991 were superseded by the introduction of part 6 of the Traffic Management Act 2004. The new legislation widened the scope of local authority parking enforcement and it aims to ensure greater openness, consistency, fairness and professionalism within parking operations.
- 3.4 The implementation of part 6 of the TMA 2004 resulted in Coventry becoming a Civil Parking Enforcement (CPE) authority. The expectations of CPE are that parking enforcement operations are clearly aligned to the wider transport objectives and strategies for Coventry, particularly in regard to support the economic growth of the city, whilst helping to meet the Council's obligations to manage the transport network and congestion;

- 3.5 In June 2011 the Council commenced Bus Lane enforcement in order to ensure more reliable journey times for local bus services to and from the City Centre in order to promote public transport and sustainable travel.

4 Direct Enforcement Activities on our road network

- 4.1 Coventry City Council has adopted a range of enforcement measures to keep traffic moving in the city with the strain this puts on our strategic road network. The Council has taken proportionate steps to tackle this through enforcement which aims for:

- enhancing the efficiency, and reliability of our transport networks for the movement of people and freight;
- improving safety and security;
- effectively maintaining and managing our Highway and Street assets; and
- improved information on the network to improve public perception and help to plan their journey;

- 4.2 Some of these enforcement tools and the actions we take to manage our road network are highlighted below:

- **Civil Enforcement Officers**, we employ Civil Enforcement Officers (CEOs) to enforce parking restrictions. These powers are issued by the Secretary of State under regulations within the Traffic Management Act 2004. This means parking enforcement is the responsibility of Coventry City Council, but the police remain responsible for illegal offences such as dangerous parking and obstruction. The main objectives of on-street parking enforcement are to maintain road safety and prevent congestion. Our CEOs patrol the public streets and local council car parks on foot or using a car, motorcycle or moped vehicle to travel between different areas.
- **Mobile Automatic Number Plate Recognition (ANPR) CCTV enforcement** – Government is in the process of banning the Use of ANPR equipped vehicles on their own to enforce on-street parking. In early April 2015 we will be deploying and trailing an ANPR CCTV car to promote safety and tackle congestion around schools and stopping or parking in bus stops and bus lanes.
- **Tow Away powers** – this is currently exercised for when obstruction is experienced during Planned maintenance works.
- **Bus Lane ANPR enforcement on** Tile Hill Lane, Sky Blue Way, Stoney Road, Whittle Arch and Park Road. The advantage from the provision of enforcement is that it deters vehicles driving and causing queue back along bus lanes thus causing delays to buses and eroding the intended advantages of bus lanes.

- 4.3 The income and expenditure of local authorities in connection with parking and bus lane enforcement activities are governed by Section 55 (as amended) of the Road Traffic Regulations Act 1984 (RTRA). Any surpluses generated as a result of parking and bus lane enforcement activities must be used in accordance with the legislative restrictions in Section 55 (as amended) of the RTRA 1984.

5 Other Activities to influence better safety and lower congestion whilst achieving improved journey times

5.1 Coventry City Council is supporting the delivery of a number of transport schemes which will have a direct and positive impact on our safety and environmental objectives. Some of the projects will help to reduce congestion and at the same time influence behaviour that will improve safety. Some of these activities are briefly described below:

- **West Midlands trial of digital speed enforcement cameras.** Coventry City Council is a member of the West Midlands Road Safety Partnership. The trial of digital speed enforcement cameras is presently being led by Solihull and Birmingham City. The trial is expected to commence in spring 2015 and roll out across the West Midlands including Coventry may happen in the future subject to the trial outcome and funding being available.
- **Community Speed Watch,** the Community Speed Watch initiative allows members of the community to address the issue of speeding by becoming actively involved in road safety, monitoring speeds at safe locations with speed detection equipment. It can potentially address the problem of speeding through the joint working with PCC and West Midlands Road Safety Partnership, local forums and other community groups.
- **Permanent VAS,** These are permanently devices that typically display a recognisable sign, such as a speed regulatory sign. Following Department for Transport advice, these signs are used where there is a measured road casualty and traffic speed issue, and where no other suitable engineering measures can be provided. In Coventry in addition to the above we also use these devices to address local perceptions on safety.

Investigation in to the use of traffic signals to ameliorate speeds. There is compelling evidence that in a given set of road and traffic conditions the frequency of accidents increases with the speed of traffic, and the higher the speed the faster accident frequency can rise as would severity of accidents. The variation in speed and headways (gaps) between vehicles in the same lane and between lanes is often the cause of unstable traffic conditions under high traffic volumes. A minor incident may cause long traffic queues, congestion, and frustrated drivers, which in turn may lead to accidents and long travel times that entail a cost to individuals and the City alike. We are investigating means to control inappropriate vehicle speeds by changing traffic signal staging in “real-time”. This is expected to harmonise journey times and aid in the reduction of speeds on certain.

6 Parking and Traffic Regulations Outside London (PATROL) Adjudication Joint Committee,

6.1 The PATROL Adjudication Joint Committee has been established to enable all Councils having Civil Enforcement Area Orders, enabling them to carry out civil enforcement of parking contraventions, to exercise their functions under Section 81 of the Traffic Management Act 2004 and Regulations 17 of the Civil Enforcement of Parking Contraventions.

6.2 The functions of PATROL, on behalf of its constituent councils, are,

- commissioning Independent Reviews and the provision of public information.
 - appointing independent bus lane adjudicators to the Traffic Penalty Tribunal (subject to the consent of the Lord Chancellor) and providing these adjudicators with administrative staff and accommodation and providing hearing venues. Its remit in relation to the Tribunal is limited to these matters.
- 6.3 Coventry City is an active member of the PATROL and the Cabinet Member (Public Services) close involvement with the Executive Sub Committee will ensure Coventry City Council's interest is maintained at the highest level.

7 Other enforcement strategies being deployed locally and nationally.

- 7.1 At present in England (outside London) legislation does not permit enforcement of moving traffic offences except bus lanes.
- 7.2 The enforcement of dangerous parking or moving offences is currently carried out by the Police. In recent times, due to competing pressures and priorities, the Police have not been able to provide the necessary level of consistent enforcement. Despite a number of historic campaigns, a lack of continual and high profile enforcement can lead to a relatively high level of contravention. Some motorists now disregard the regulatory traffic signs associated with say yellow boxes or some of our One Way restrictions and therefore contraventions have increased.
- 7.3 Although Coventry City Council has the authority to enforce bus lanes, the enforcement of yellow box junctions, one ways, no entries and other similar restrictions remains the responsibility of the Police. The enforcement of these moving traffic offences is becoming ever more important in order to reduce congestion and promote safety. For example yellow box junctions are a particular issue during peak traffic flow times because there seems to be a growing impatience amongst some drivers and a lack of understanding about the rule for entering yellow box junctions, thus causing unnecessary congestion and delay to all affected motorists, both car borne and bus borne and can potentially be detrimental to local business and commerce.
- 7.4 Earlier in 2013, new legislation was made available in Wales to allow local authorities to enforce yellow box junctions and a range of other moving traffic contraventions. Cardiff and other towns in Wales are preparing to commence enforcement within the next few months.
- 7.5 We are hoping that in due course working in close partnership with the Department for Transport we can also acquire these additional powers in order to complement the current Civil Enforcement powers. This will provide a greater resource to address traffic congestion, and also that deploying Council based enforcement will contribute further towards the transportation policy of encouraging travel by modes other than private car.
- 7.6 By having access to these powers, Coventry City Council will be able to augment the basket of measures available to it for better control of enforcement in support of its transportation policies whilst proactively tackling traffic congestion, and so improve traffic flows.

8 Enforcement of City's Strategic Road Network Hierarchy

- 8.1 A large number of people commute into Coventry from the surrounding areas in Warwickshire and further afield, and there is a proportionally high level of journeys by car into the City Centre, compared to public transport use.
- 8.2 Our strategic road network hierarchy is designated according to the sensitivity of local needs and potential for disruption to our road network. For example M6 and sections of A45 (Stonebridge Highway) come under the operational control of the Highways Agency. However, at local level roads like the Ring Road and the routes that radiate out from the Ring Road like London Road Holyhead Road, Sky Blue way and Walsgrave Road are commonly used by a greater number of users that travel longer distances. In contrast other roads like Leamington, Foleshill Road, Tamworth Road, Butts, Daventry Road and Gulson Road have the capability for localised disruption to local traffic.
- 8.3 In order to rationalise resources and manage the network economically, each street and road needs to be considered according to its importance and potential for disruption to the overall road network and this is reflected in the level of enforcement resources deployed to those areas in order to provide road users with a network that works safely and effectively, whilst bearing in mind the need for on-street parking and unimpeded access for public transport and emergency services.
- 8.4 Finally, the Council recognises that safeguarding routes for vehicular traffic, including goods vehicles, can support the growth and transformation of our road network and is a key enabler of economic prosperity, productivity and social wellbeing in Coventry.

Moh Shafie
Team Manager (Traffic and Road Safety)
Place Directorate
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Communities and Neighbourhood Scrutiny Board (4)

Work Programme 2014/15

For more details on items, please see pages 2 onwards

23rd July 2014

Traffic management
20 mph zones and limits*

17th September 2014

Asset Based Working Strategy
Report Back on the Work of Outside Bodies – Regional Flood and Coastal Committee

22nd October 2014

Meeting Not Held

26th November 2014

Cycle Coventry Project – Post March 2015
Traffic enforcement*

14th January 2015

City of Culture
Asset Based Working
Provision of parks and open spaces for improved health

25th February 2015

Surface Water Management Plan

25th March 2015

-

Date to be identified

Heatline
Taxi Licensing Policy - consultation
Waste Strategy

Communities and Neighbourhoods Scrutiny Board (4) Work Programme 2014/15

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22

Meeting Date	Work programme item	Lead Officer	Brief Summary of the issue	Source
23rd July 2014	Traffic management	Colin Knight	Update on how traffic is managed to ensure a minimal disruption/contingency plans and how this is communicated to road users. The Board asked for bus lanes, red routes and yellow lines management to be included.	SB4 meeting 25/06/14
	20 mph zones and limits*	Paul Boulton (Shirley Reynolds)	Following Cabinet Member (Public Services) approval (25th March 2014) of the Scrutiny Board Task and Finish Group's recommendations on 20 mph zones and limits, the Board would like to review the final proposals which prior to Cabinet Member consideration in July. To include any further information implementation and impacts in other areas.	SB4 Meeting 26/3/14
17th September 2014	Asset Based Working Strategy	Ruth Tenant/ Kate O'Hara	The Board were interested to understand how the council and the city contributes to and benefits from asset based working. To contribute to the consultation process in the development of the Strategy	SB4 Meeting 25/06/14
	Report Back on the Work of Outside Bodies – Regional Flood and Coastal Committee	Neal Thomas	To report on the work of the Regional Flood and Coastal Committee over the last 12 months.	c/f from 23/07/14
22nd October 2014	Meeting Not Held			
26th November 2014	Cycle Coventry Project – Post March 2015	Samantha Tharme/	Following the on 26th February at which the Board considered progress over the first year, the Board requested a further report on the achievements made over the two year project. Project ends March 2015 need a discussion around an exit strategy.	SB4 Meeting 26/2/14
	Traffic enforcement*	Colin Knight/ Paul Boulton	Following issues raised at their discussion on traffic management during major roadworks, the Board requested an update on the range of enforcement measures used, including safety cameras and vehicle activated signs. To include role of enforcement in improving traffic flows.	Meeting 20/11/13
14th January 2015	City of Culture	David Cockroft/ David Nuttall	Board wanted to receive an update on plans for Council's bid at an early stage in order to advise on the strategy for moving forward.	SB4 meeting 25/06/14

Communities and Neighbourhoods Scrutiny Board (4) Work Programme 2014/15

Meeting Date	Work programme item	Lead Officer	Brief Summary of the issue	Source
	Asset Based Working	Ruth Tennant/ Kate O'Hara	To contribute to the implementation of the strategy following consultation.	SB4 meeting 25/06/14
	Provision of parks and open spaces for improved health	Andrew Walster	The Board were interesting in finding out more about how the city's parks and open spaces can contribute to addressing health inequalities within the context of Coventry being a Marmot City.	SB4 Meeting 31/7/13
25th February 2015	Surface Water Management Plan	Colin Knight	Members wanted to receive information about the final plan once it has been completed, as well as progress on the Flood Risk Management Group. Sustainable Drainage Systems (SuDS) and the SuDS Approval Body (SAB) implementation has been rolled back to October 2014.	Meeting 17/9/13
25th March 2015	-			
Date to be identified	Public Toilets Review*	Azim Walimia/ Nigel Clews	A separate review of public toilets will now not take place as this will be included in a Suburban Review for the development of hubs, the need for public toilet access will be included in this review.	SB4 meeting 26/6/13
	Heatline	Andrew Walster	Consider report if significant extensions planned to Heatline network.	SB4 Meeting 20/11/13
	Taxi Licensing Policy - consultation	Andrew Walster	To look at the development of taxi licensing policy to enable sufficient wheelchair access	c/f from 2012/13
	Waste Strategy	Andrew Walster	Following the recommendations to Cabinet Member from a Task and Finish Group last Municipal Year, the Board will monitor progress on identified actions. Members are particularly interested in the consideration of options for food waste management, including anaerobic digestion, and also waste collection and recycling targets.	Board meeting 26/6/13 Informal Scrutiny meeting 02/07/14

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