

**Coventry City Council**  
**Minutes of the Meeting of Communities and Neighbourhoods Scrutiny Board (4)**  
**held at 2.00 pm on Wednesday, 27 March 2019**

Present:

Members:                   Councillor N Akhtar (Chair)  
                                  Councillor R Bailey  
                                  Councillor T Khan  
                                  Councillor K Sandhu  
                                  Councillor T Sawdon  
                                  Councillor H Sweet  
                                  Councillor R Thay

Employees (by Directorate):

Place:                      P Bowman, R Goodyer, J Logue, G Holmes, U Patel,  
                                  K Seager

Apologies:                Councillors R Ali, S Walsh

## **Public Business**

### **28.     Declarations of Interest**

There were no declarations of interest.

### **29.     Minutes**

The minutes of the meeting held on 13 February, 2019 were agreed and signed as a true record. There were no matters arising.

### **30.     Civil Parking Enforcement**

The Scrutiny Board considered a briefing note of the Parking Services Team Manager which provided information on the current activities and arrangements in respect of the Council's Parking Enforcement operation. The briefing note also provided an overview of performance and the key priorities.

The Council has been responsible for parking enforcement in Coventry since April 2005 when the function was decriminalised and transferred from the West Midlands Police.

Since March 2008, Civil Parking Enforcement has operated under Part 6 of the Traffic Management Act 2004. Amongst other things, the legislation requires the council to review its parking policies on a regular basis to ensure that they are effective, appropriate, consistent, fair and transparent. The legislation also states that any financial surpluses that are generated from Civil Parking Enforcement are 'ring fenced' and could only be used to fund the service and other highway

improvements and traffic safety schemes. Parking enforcement should not therefore, be used as a means for raising revenue for the Council.

The Council's Parking Service comprises 4 main functions:

- Civil parking enforcement operation
- Bus lane enforcement operation
- The appeals service
- Car park management

In July 2015, the entire Parking Appeals team (and associated work) transferred to the Council's Customer Services.

Parking activities are integral to the Council's transport strategies but getting the balance right between the demands for parking and the needs of Coventry's growing population remains a challenge.

In recent years, the service had been streamlined to remove duplication of effort and to deliver significant cost and efficiency savings. As a result, management of the Council's car parks and civil parking enforcement duties were now both undertaken by the in-house Parking Team.

Civil Parking Enforcement is not always popular with some people but the service is absolutely vital to improve road safety, traffic flow and access for essential public and emergency services. The briefing note provided further information on staff resources, operational arrangements, civil enforcement officers and performance levels, residents' parking scheme and penalty charge recovery process.

The Scrutiny Board noted that the relevant legislation allows the Council to enforce some parking restrictions using CCTV cameras where enforcement using traditional methods is difficult. Over recent years, Parking Services had the use of an enforcement car fitted with an Automated Number Plate Recognition (ANPR) camera. This enabled Parking Service to effectively enforce parking restrictions outside some schools. The supplier has now withdrawn the use of the ANPR car and rather than compromise the safety of school children, Parking Services has recently bought its own ANPR enforcement car which was currently being commissioned. It was expected to be ready for deployment early in the new financial year.

There are 115 schools with over 200 access points that need to be kept clear and regularly enforced. The ANPR enforcement car would provide an effective means of enforcing the school keep clear restrictions and identifying parking 'hotspots'.

Outside of the school drop off/pick up times, the ANPR enforcement car would be used to enforce the red-route along the A4600, bust stops, taxi ranks, loading/unloading ban locations and residents parking schemes where digital permits have been issued.

The briefing note provided additional information on the city centre restricted parking zones, the residents' parking schemes and the penalty charge notice recovery process.

The Scrutiny Board noted that any surplus income generated from the recovery of penalty charges is ring fenced and could only be used to fund the service and other highway improvements and traffic safety schemes.

The Scrutiny Board questioned the officers on aspects of the Briefing Note, including:

- The rationale behind the Parking Appeals team being located within Customer Services
- The effectiveness of having just one ANPR enforcement car in Coventry
- The 65% of recovery of penalty charges and the challenges faced
- The use of CCTV cameras outside schools
- Statistics around the use of the ANPR enforcement car

The Scrutiny Board requested that indicative costs for CCTV cameras to be installed outside schools be circulated to members.

**RESOLVED:-**

- 1. That the Scrutiny Board notes the actions and initiatives in place to tackle the key parking enforcement priorities.**
- 2. That the Scrutiny Board had no recommendations to make to the Cabinet Member for Policing and Equalities and the Cabinet Member for City Services.**

**31. Safer Speed City**

The Scrutiny Board considered a briefing note which outlined proposals to develop a Safer Speeds City Policy and Road Safety Toolkit. In addition, the briefing note provided information on the types of road safety measures available with details of the advantages and disadvantages of each measure. Information on the intervention criteria to identify locations for scheme consideration and implementation was also included in the briefing note.

Coventry City Council receives many concerns from local residents and elected members about road safety from across the city. This included a significant number of petitions requesting road safety measures.

The City Council is committed to improving safety for all road users and to reduce the number of casualties on our roads. As the West Midlands Road Safety Lead authority, Coventry developed the West Midlands Regional Road Safety Strategy. As part of the commitment to delivering road safety, Coventry was determined to reduce the numbers of people killed or seriously injured (KSI's) by over 40% over the next ten year period (based on the 2015-17 average). Coventry has developed its road safety priorities in line with the West Midlands Road Safety Policy. It was envisaged that the policy would enhance collaborative working with our road safety partners, including West Midlands Police (WMP) and West Midlands Fire Service (WMFS).

The effects of road traffic collisions has a devastating impact on people effected and their families. Additionally, aside from the human element, traffic collisions have a major detrimental impact on traffic flow by increasing congestion, reducing capacity, worsening journey time reliability and affecting network resilience together with an adverse impact on the economy.

Road safety is vitally important to promoting Coventry's local transport system that promotes economic growth, is safe for all road users and improves the quality of life in our communities.

The Council is committed to the promotion of road safety schemes where the benefits can be shown to outweigh any disadvantages. In particular the Council would give priority to those schemes where the accident reduction potential is the greatest. Interventions would be data and intelligent-led and locations for road safety action would be prioritised where criteria has been satisfied and where feasible solutions can mitigate accidents trends.

The briefing note stated that physical measures, road safety measures and the road safety technology would be taken into account to determine evidence based road safety interventions. The policy would also include different types of pedestrian crossing facilities available and their suitability for different types of road environments.

The policy would be underpinned by a bespoke Coventry City Council toolkit that would identify the different types of traffic calming used and the implementation criteria for each measure.

The criteria for selecting a site for road safety intervention was currently based on 6 or more personal injury collisions over a 3 year period. However, it was no longer possible to intervene at all locations that satisfy this criteria. To ensure effective resource allocation, the policy would evaluate amendments to road safety intervention criteria to ensure the most serious accidents are tackled. The policy would evaluate collisions over a three year period, with added weighting applied to three key criteria; collisions, casualty class and timescales. It was hoped that this would ensure the most severe collision trends involving the most vulnerable road users are prioritised.

The briefing explained the benefits of having a road safety policy and toolkit. It was proposed to finalise the Road Safety Policy in May/June 2019.

The Scrutiny Board questioned Officers on aspects of the report, particularly in relation to:

- Enforcement of 20mph speed limit
- The difference between a Vehicle Activated Sign and Speed Indicator Device
- Reasons for change to policy
- How future proof was the new policy given that cars in future will have speed inhibitors built in
- 20mph scheme was implemented a number of years ago yet still no progress has been made, why should this be any different?

Members were assured that the new policy would allow for flexibility to prioritise resources to the areas with highest issues in order to reduce speeds and accidents.

**RESOLVED that the Communities and Neighbourhoods Scrutiny Board (4):**

- 1. Supports the progress of the Safer Speeds City Policy and the development of the Road Safety Toolkit.**
- 2. Supports the road safety intervention criteria to identify locations for scheme consideration and implementation.**
- 3. Requests that the Cabinet Member report outlining the final Safer Speed City Policy be submitted to the Board for consideration before being submitted to the Cabinet Member for final approval.**

**32. Work Programme and Outstanding Issues 2019/20**

The Scrutiny Board noted their Work Programme for 2018/19.

**33. Any other items of public business which the Chair decides to take as matters of urgency**

There were no other items of urgent public business.

(Meeting closed at 3.10 pm)