

**Time and Date**

3.00 pm on Monday, 20th January 2020

**Place**

Diamond Room 2 - Council House

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**Public Business****1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 12)

(a) To agree the minutes of the meeting held on 2nd December 2019

(b) Matters Arising

**4. Petition - Request for Traffic Calming Measures Along Macaulay Road**  
(Pages 13 - 20)

Report of the Deputy Chief Executive (Place)

To consider the above petition, bearing 41 signatures, which has been submitted by Councillor McNicholas, a Lower Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item, along with Councillor Brown, a Cheylesmore Ward Councillor and the petition organiser.

**5. Objections to Whittle Arch Experimental Traffic Regulation Order**  
(Pages 21 – 28)

Report of the Deputy Chief Executive (People)

Note: The objectors have been invited to attend the meeting for consideration of this item

**6. Objections to Proposed Speed Limit Reduction – London Road**  
(Pages 29 - 38)

Report of the Deputy Chief Executive (Place)

Note: The objectors have been invited to attend the meeting for consideration of this item

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 39 - 44)

Report of the Deputy Chief Executive (Place)

8. **Outstanding Issues**

There are no outstanding issues

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

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

**Private Business**

**Nil**

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Martin Yardley, Deputy Chief Executive (Place), Council House, Coventry  
Friday, 10 January 2020

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7697 2644 /2643, Email: [liz.knight@coventry.gov.uk](mailto:liz.knight@coventry.gov.uk) / [michelle.salmon@coventry.gov.uk](mailto:michelle.salmon@coventry.gov.uk)

Membership: Councillors P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation: Councillors T Mayer (Shadow Cabinet Member)

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.

**Liz Knight / Michelle Salmon**  
**Governance Services Officers**

**Tel: 024 7697 2644 /2643**

**Email: [liz.knight@coventry.gov.uk](mailto:liz.knight@coventry.gov.uk) / [michelle.salmon@coventry.gov.uk](mailto:michelle.salmon@coventry.gov.uk)**

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on**  
**Monday, 2 December 2019**

Present:

Members: Councillor P Hetherton (Cabinet Member)  
Councillor G Lloyd (Deputy Cabinet Member)

Other Members: Councillors R Bailey, J McNicholas, J Mutton, G Ridley and  
G Williams

Employees:

C Archer, Place Directorate  
M Coggins, Place Directorate  
T Cowley, Place Directorate  
L Knight, Place Directorate  
M Wilkinson, Place Directorate

Apologies: Councillor T Mayer (Shadow Cabinet Member)

## **Public Business**

### **45. Declarations of Interests**

There were no declarations of interest.

### **46. Minutes**

The minutes of the meeting held on 21<sup>st</sup> October were agreed and signed as a true record. There were no matters arising.

### **47. Petition - Residents Parking Scheme on Walsgrave Road End of Church Lane**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 8 signatures, which had been submitted by Councillor McNicholas, a Lower Stoke Ward Councillor, who attended the meeting along with the petition organiser and they spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting a residents' parking scheme on the Walsgrave Road end of Church Lane.

The report indicated that Church Lane was a residential road and Walsgrave Road (A4600) was part of a main arterial route into Coventry. At the top of Church Lane, there was a parade of shops on the eastern side of the road that continued onto Walsgrave Road. Outside the shops, there were five parking bays where waiting was limited to one hour Monday to Saturday between 7am and 7pm, with no return permitted within 2 hours. There were additional parking bays subject to the same waiting restriction on Walsgrave Road. Walsgrave Road was part of a Red Route, which meant that stopping was not permitted outside the marked parking bays. A

location plan detailing the parking restrictions was attached at an appendix to the report.

A review of the personal recorded injury collision history for the last 3 years on the northern section of Church Lane shows that there were 3 personal injury collisions involving vehicles turning into or out of Church Lane from Walsgrave Road.

The Cabinet Member was informed that Residents' parking schemes were usually only considered for a whole street or an area where most residents did not have access to off-street parking. Most of the properties at the northern end of Church Lane had driveways. If a vehicle was obstructing a vehicular dropped kerb, the Council's Parking Enforcement Team could take action. However, a vehicle could be parked across a vehicular dropped kerb with the permission of the resident. Due to the number of properties with driveways, there was limited space available for on-street parking on the section of Church Lane in question and surveys had shown that this was fully utilised.

The determination letter had advised of the situation relating to residents' parking schemes and that the section of Church Lane referred to did not qualify for consideration as a residents' parking scheme. A copy of the determination letter was set out at a further appendix.

Councillor McNicholas and the petition organiser drew attention to the parking issues being experienced by local residents on a daily basis which included inconsiderate parking by employees and customers of local businesses. It was suggested that local businesses be contacted to encourage parking at the rear of their premises and that regular enforcement of the vicinity could be undertaken. The option of a residents parking scheme for the wider area was discussed.

**RESOLVED that:**

**(1) The petitioners' concerns be noted.**

**(2) Arrangements be put in place for a meeting with the petition spokesperson, Ward Councillors and officers to discuss options to help alleviate the parking problems being experienced by residents, with Ward Councillors and officers contacting local businesses asking them to park at the rear of their premises rather than in Church Lane.**

**(3) Approval be given for regular enforcement being carried out at the Walsgrave Road end of Church Lane.**

**48. Petition - Request for Residents Parking Scheme in Benedictine Road to be Extended to The Monks Croft**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 15 signatures, which had been submitted by Councillor Bailey, a Cheylesmore Ward Councillor, who attended the meeting along with three local residents who spoke on behalf of the petitioners. The report had been requested by the petition organiser following the receipt of the determination letter. The petition organiser was unable to attend. The petitioners

were requesting that the Cheylesmore East Residents Parking Scheme be extended to include The Monks Croft.

The report indicated that the Cheylesmore East, Cheylesmore West and Earlsdon Residents' Parking Schemes came into operation in 2015. Since the installation of these schemes, petitions had been received requesting that the schemes were extended due to the transference of commuter parking into areas outside the scheme.

Benedictine Road and The Monks Croft were part of the original 2014 proposals, but not implemented due to insufficient support. A location plan was set out in an appendix to the report. In response to a petition from Benedictine Road, both Benedictine Road and The Monks Croft residents were consulted in 2017 as to whether they now wanted to be part of the residents' parking scheme. The residents' parking scheme criteria included that 60% of households must be in support of a scheme before the scheme could be progressed. The required support was not received for the whole of Benedictine Road and The Monks Croft, however there was sufficient support for a scheme on the section of Benedictine Road from its junction with Carthusian Road to its cul de sac end and this was implemented. After the scheme was installed a further petition was received from residents of Benedictine Road (living outside of the scheme area) asking for the scheme to be extended to include the whole road.

The Cabinet Member was informed that residents of The Monks Croft had also petitioned about parking issues. The response was to propose double yellow lines around the 'grass triangle' at the junction of The Monks Croft and Benedictine Road. The legal process was commenced, but objections were received. In response to the objections it was agreed to install a reduced length of double yellow lines. It was also agreed to consult with residents as to whether they wanted to be included in the Cheylesmore East Residents' Parking Scheme, when the Benedictine Road extension was advertised.

In May 2019 The Monks Croft residents were consulted about being part of a residents' parking scheme, but there was not sufficient support and no further action was undertaken to include The Monks Croft in the proposed scheme extension. This petition was received following the latest consultation.

The determination letter had therefore advised that the recent consultation undertaken prior to the petition, asking residents if they wanted The Monks Croft to be included in a proposed extension to the existing residents' parking scheme, did not meet the required criteria of 60% of households being in favour. Consequently, the proposed extension of the existing scheme would not include The Monks Croft. However, a further consultation with The Monks Croft residents would be undertaken 12 months after the scheme extension. A copy of the determination letter was set out at a second appendix.

The local residents sought clarification as to why six properties on Benedictine Road would be included in the scheme for The Monks Croft and informed of parking and speeding issues in the road caused by people parking during the day whilst at work. In light of the potential support for a scheme, a further consultation was recommended.

**RESOLVED that:**

**(1) The petitioners' concerns be noted.**

**(2) Approval be given for a further consultation on the extension of the Residents' Parking Scheme in Benedictine Road to The Monks Croft to be undertaken in January 2020.**

**49. Petition - Close the Exit from Chace Avenue onto London Road**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 54 e-signatures. The petition organiser was invited to the meeting but was unable to attend. The report had been requested by the petition organiser following the receipt of the determination letter. The petitioners were requesting the closure of the exit from Chace Avenue onto London Road. A local resident attended to outline his concerns about traffic issues in Carnegie Close. Councillor Bailey, a Cheylesmore Ward Councillor and Councillor J Mutton, a Binley and Willenhall Ward Councillor also attended for the consideration of this item.

The report indicated that Chace Avenue was a residential road and London Road (B4110) was one of the main arterial routes into Coventry. London Road had a 40mph speed limit and in this area Average Speed Enforcement had been in operation since January 2019. A location plan was set out at an appendix to the report.

A traffic regulation order (TRO), was introduced in 1973 which prohibited vehicles, except buses, from turning right from London Road into Chace Avenue and from turning right out of Chace Ave on to London Road. A review of the personal recorded injury collision history for the last 3 years on London Road between its junctions with Chace Avenue and Carnegie Close showed that 4 personal injury collision had been recorded. None of the collisions involved a vehicle turning right in to or out of Chace Avenue.

The petition referred to a number of drivers undertaking the illegal right turn out of Chace Avenue; this restriction was enforceable by the Police. The petition also referred to drivers turning left out of Chace Avenue and then utilising Carnegie Close to turn around, to be able to travel towards the city centre without having made the illegal right turn manoeuvre. Drivers wishing to turn right on to London Road should access St James Lane and make this manoeuvre at its signalised junction with London Road.

The determination letter had advised that Chace Avenue provided an important access to and from a residential area and was also a bus diversion route. Consequently, it was not proposed to make any changes to the road layout to close this junction. A copy of the determination letter was set out at a second appendix. Councillor Mutton expressed support for this recommendation and highlighted the problems that would occur if the petitioners' request was implemented.

**RESOLVED that:**

**(1) The petitioners' concerns be noted.**

**(2) The actions confirmed by determination letter to the petition spokesperson, as detailed in paragraph 1.9 of the report, be endorsed.**

**50. Petition - Replacement of the Pavement Surface at Ross Close**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning a petition, bearing 21 signatures, which had been submitted by Councillor Ridley, a Woodlands Ward Councillor, who attended the meeting along with the petition organiser and they spoke on behalf of the petitioners. The petitioners were requesting the replacement of the pavement surface at Ross Close.

The report indicated that Ross Close was a local residential cul-de-sac, which serves 14 properties and was situated off Sutherland Avenue. A location plan was set out at an appendix to the report. Records showed that the last annual programmed safety inspection took place on 22nd August 2019, at which time four intervention level defects were identified, all of which had now been repaired. There had been no customer enquiries made in the last 12 months.

Following receipt of the petition an engineer made a separate visit on 4th September in order to complete an assessment of the construction and overall condition of the pavements. The pavements were of a slab construction. Both the road and pavements were somewhat aged and although not aesthetically pleasing at the time of inspection there were no intervention level defects identified.

The Cabinet Member was informed that following the engineer's assessment, and given the current condition and usage, the recommended treatment would be to take up the slabs and replace with a bituminous surface. This treatment would only take place if a priority score was reached by the Councils Asset Management System. The Pavement would then be included in a future capital funded improvement programme, budget permitting. Until such time any defects at or above our intervention levels as identified would continue to be made safe. The estimated cost of the repair was approximately £18,000.

The petition organiser detailed his concerns regarding the state of the pavement surface at Ross Close which included health and safety issues and enquired about the likely timescale for any potential works. Councillor Ridley sought clarification about the assessment process for the Asset Management System.

**RESOLVED that:**

**(1) The petitioners' concerns be noted.**

**(2) Approval be given that the pavements at Ross Close be held on the City Council's forward programme list and their condition will continue to be monitored and scored against all other similar sites citywide.**

## 51. **Objection to Proposed Waiting Restrictions - Browns Lane**

Further to Minute 40/19, the Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning an objection which had been received to proposed double yellow (no waiting at any time) restriction for Browns Lane at its junction with Lyons Drive. The proposal was part of a Traffic Regulation Order relating to proposed new waiting restrictions and amendments to existing restrictions advertised on 13<sup>th</sup> June. The item had been scheduled to be considered at the three previous Cabinet Member meetings but had been deferred in response to requests of the objector. The objector attended the meeting for the consideration of this item and outlined his concerns. Councillor Williams, a Bablake Ward Councillor, also attended for this item.

The report indicated that the request for the extension of the existing double yellow lines on Brown's Lane at its junction with Lyons Drive had been made by a resident who advised of safety concerns when turning right out of Lyons Drive due to reduced visibility caused by parked vehicles on Browns Lane. The proposal in response, as advertised, was detailed in an appendix to the report. Generally, 10 metres of double yellow lines were provided for junction protection, this was in accordance with the advice from the Highway Code regarding parking at a junction. This was to provide visibility at a junction. 10 metres was the length of double yellow lines originally installed at the junction, therefore the request to extend the double yellow lines further was carefully considered; as whilst it was not a duty of the City Council to provide on street parking, the Council were aware of the impact introducing double yellow lines could have on residents and their visitors who parked on street. A photo taken by an Officer investigating the request was included in the appendix and this showed the impact of parking on visibility at the Lyons Drive junction.

As part of the statutory procedure, the TRO was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 13th June 2019, advising that any formal objections should be made in writing by 4th July 2019. In addition, letters were also sent to residents who would be directly affected due to waiting restrictions being installed on the public highway outside their property. One objection was received to the Brown's Lane proposal, the details of which were set out in the appendix.

Due to the delay in hearing the objection to the Browns Lane proposal, it was removed from the original TRO, which was sealed. The Cabinet Member was informed that if any proposal relating to the introduction of double yellow lines was approved, the legal process including the statutory objection period would be undertaken. The recommended proposal was to undertake the legal process to install the restrictions as originally advertised at Browns Lane.

The objector reported that he was not aware of any accidents at the vicinity in the past four years; it was an advantage to have vehicles parked there as they provided a barrier from the glare of the sun; there would be a reduction in parking for residents; and the current restrictions already met the 10 metre criteria for



junction protection as advised in the Highway Code. The option of a reduction in the length of proposed waiting restrictions was discussed.

**RESOLVED that, having considered the objection to the proposed waiting restriction, approval be given for a site visit to be undertaken with officers and the Cabinet Member to determine the proposed length of double yellow lines to be provided on Browns Lane at its junction with Lyons Drive for junction protection.**

## **52. Objections to Proposed Waiting Restrictions - Burnsall Road**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) concerning two objections that were received to proposed new waiting restrictions on Burnsall Road which were advertised in a Traffic Regulation Order on 1<sup>st</sup> August 2019. Both objectors were invited to the meeting but were unable to attend.

The report indicated that the proposed waiting restrictions were 'No Waiting, Monday to Friday, 8am – 5pm' on both sides of a section of Burnsall Road. The restrictions were proposed in response to issues raised relating to parked cars obstructing access for heavy good vehicles into adjacent businesses. As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed restrictions on 1st August 2019, advising that any formal objections should be made in writing by 22nd August 2019. In addition to the statutory procedure, on 16th August letters were also sent to residents/businesses who may be affected due to the proposed changes; the objection period was also extended to 29th August 2019.

Details of the two objections to the proposal and responses to the objections were summarised in an appendix to the report. The recommended proposal in response to the objections was to reduce the extent of the proposed restriction, thereby installing the restriction on the southern side of Burnsall Road and not the northern side. This would still address the issues of cars parking in a manner which prevented large vehicles being able to turn into the premises on the northern side of the road, as it was the road space required for the turning manoeuvre which had been highlighted as causing access problems. The Cabinet Member noted that Objector 1 had confirmed that this change would address their concerns. It was the intention that if the restriction was installed the situation would continue to be monitored.

**RESOLVED that, having considered the objections to the proposed waiting restrictions:**

**(1) Approval be given for a shorter length of 'No Waiting, Monday to Friday, 8.00 am to 5.00 pm being installed on Burnsall Road than that originally advertised, only installing the proposed restriction on the southern side of the road and not the northern side.**

**(2) Approval be given for the proposed Traffic Regulation Order to be made operational.**

53. **Review of Conditions of Fitness for Private Hire Vehicles**

The Cabinet Member considered a report of the Deputy Chief Executive (Place) which sought approval to lower the seating capacity of passengers in private hire vehicles and also to approve that electric and electric hybrid vehicles were suitable to be licensed as private hire vehicles.

The report indicated that on 11th December 2012 the Cabinet Member (City Services) ratified a previous Licensing & Regulatory Committee Report of 31 May 2005 concerning the Conditions of Fitness for Private Hire Vehicles. These reports qualified the minimum vehicle capacity for private hire vehicles to 4 and for the space in the rear main seats of the vehicle to be sufficient for 3 people measured by a wooden fixed frame. Given the current propensity of smaller numbers of passengers requiring a vehicle it was justified that the seating capacity of passengers could be lowered. It is also appropriate that electric and electric hybrid vehicles were suitable to be licensed as private hire vehicles, which was currently not the case.

As a consequence, it was proposed that use of the fixed wooden measurement device was abandoned, with licensing and enforcement officers having discretion on the minimum rear seat size. It was also proposed that, instead of a fixed minimum number of passenger seating capacity being provided, this seating capacity would be restricted to the number of seats stipulated in the V5 DVLA logbook (less one seat for the driver), subject to the existing Conditions of Fitness ratified on 11<sup>th</sup> December, 2012. An appendix to the report detailed the current Conditions of Fitness for Private Hire Vehicles. It was clarified that no objections had been received to these proposals from the trade.

**RESOLVED that:**

**(1) Approval be given that the use of the fixed wooden measurement device is to be abandoned and that licensing and enforcement officers have discretion on the minimum rear seat size.**

**(2) Instead of a fixed minimum number of passenger seating capacity to be provided, the passenger seating capacity be restricted to the number of seats stipulated in the V5 DVLA logbook (less one seat for the driver), subject to the existing Conditions of Fitness ratified on 11<sup>th</sup> December 2012.**

**(3) Approval be given that electric and electric hybrid vehicles off the production line are suitable to be licensed as private hire vehicles.**

54. **Outstanding Issues**

The Cabinet Member noted that there were no outstanding issues.

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

There were no additional items of public business.

(Meeting closed at 4.35 pm)



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Cabinet Member for City Services

20 January 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

Lower Stoke

**Title:**

Petition - Traffic Calming Measures on Macaulay Road, Coventry

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**Is this a key decision?**

No

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**Executive Summary:**

A petition of 41 signatures has been received requesting the installation of traffic calming measures on Macaulay Road.

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 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 outcome of the investigations undertaken in response to the issues raised, as a result of which no further action is proposed. On receipt of the determination letter, the petitioner advised 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 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 the conclusions of officers' investigations, as confirmed by determination letter to the petition spokesperson, that no further action is proposed.

**List of Appendices included:**

Appendix A – Location Plan

Appendix B – Determination letter

Appendix C - Summary of speed survey and traffic count results

**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 - Traffic Calming Measures on Macaulay Road

**1. Context (or background)**

1.1 A petition of 41 signatures has been received requesting traffic calming measures on Macaulay Road. The petition was organised by Councillor Brown and sponsored by Councillor McNicholas.

1.2 The petition reads as follows:

*'This petition calls on Coventry City Council to consider traffic speed calming measures along Macaulay Road. Residents share increasing concern that this road is being used as a rat-run and is subject to a rising trend in speed violation that, left unchecked, could likely result in serious injury or worse.'*

1.3 Macaulay Road is a residential street between Morris Avenue and Hipswell Highway in Lower Stoke Ward. It is subject to a 30mph speed limit. 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 of the importance of targeting road safety measures in the city. To ensure the funding we have is utilised carefully, we use personal injury collisions reported to the Police. Locations where there have been six or more recorded personal injury collisions in the previous three years are considered for inclusion in the safety schemes programme. A review of the collision data for Macaulay Road showed that one personal injury collision had been recorded in the last three years. Therefore, Macaulay Road does not meet the safety scheme criteria.

1.6 To supplement the collision data, a speed survey was undertaken in November 2019. This recorded mean weekday speeds of 21.2mph eastbound and 20.6mph westbound. A full summary of the speed survey and traffic count can be found in Appendix C to the report.

1.7 On the basis of the collision data and speed survey results outlined above, no further action is proposed. However, petitioners were advised of the Community Speed Watch initiative, a speed monitoring and awareness scheme that is coordinated 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. Petitioners were also provided with the relevant contact details, should they wish to get involved in the scheme.

**2. Options considered and recommended proposal**

2.1 Following the outcome of the review of the collision and speed data for Macaulay Road detailed in paragraphs 1.5 and 1.6 of the report, and as stated in the determination letter, no further action is proposed.

**3. Results of consultation undertaken**

3.1 No formal consultation has been undertaken.

**4. Timetable for implementing this decision**

4.1 No further action is proposed.

**5. Comments from Director of Finance and Corporate Services**

5.1 Financial implications

No action is proposed, therefore there are no financial implications.

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?**

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) the environment**

None

**6.6 Implications for partner organisations?**

None



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

Martin Wilkinson  
Senior Officer - Traffic Management

**Directorate:**

Place

**Tel and email contact:**

Tel: 024 7697 7139

Email: [martin.wilkinson@coventry.gov.uk](mailto:martin.wilkinson@coventry.gov.uk)

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director, Transportation and Highways	Place	09/01/2020	09/01/2020
Greg Payne	Head of Traffic and Network Management	Place	09/01/2020	09/01/2020
Rachel Goodyer	Traffic and Road Safety Manager	Place	09/01/2020	09/01/2020
Caron Archer	Team Leader, Traffic Management	Place	09/01/2020	09/01/2020
Michelle Salmon	Governance Services Officer	Place	09/01/2020	09/01/2020
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	09/01/2020	09/01/2020
Rob Parkes	Team Leader, Legal Services	Place	09/01/2020	09/01/2020
Councillor P Hetherton	Cabinet Member for City Services	-	09/01/2020	09/01/2020

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## Appendix A – Location plan



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## Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for traffic calming measures on Macaulay Road.

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 Macaulay Road has been reviewed. This shows that there was one personal injury collision on Macaulay Road in the last three years. Therefore, it does not meet the safety scheme criteria.

As residents are concerned about speeding, they 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: [cvcs@west-midlands.pnn.police.uk](mailto:cvcs@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.

## Appendix C – Summary of speed survey and traffic count results

<b>Site: Macaulay Road east of MacDonald Road</b>	<b>Direction</b>	<b>Mean Speed (mph)</b>	<b>85%ile (mph)</b>	<b>Average Daily Traffic</b>
Date: Nov 2019	Eastbound	21.2	26.5	821
	Westbound	20.6	26.3	619

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Cabinet Member for City Services

20<sup>th</sup> January 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

St Michaels

**Title:**

Objections to Experimental Traffic Regulation Order – Whittle Arch

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**Is this a key decision?**

No

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**Executive Summary:**

In 2002, as part of the Phoenix Initiative Regeneration Project, the junction of Trinity Street and Fairfax Street was closed off to all traffic and pedestrianised. Following the closure, bus usage of the Pool Meadow Bus Station was significantly reduced making the bus station facility unsustainable in the long-term.

To address these concerns, in 2005, the City Council 'opened up' the Trinity Street/Fairfax Street junction (Whittle Arch) to buses and cycles to enable improved bus access to the bus station. Since 2005 there have been further changes which have resulted in the creation of the bus gate and additional vehicles being able to travel through the bus gate at certain times.

In 2018 further changes were proposed. The bus gate had been operating for several years and during this time alterations had been made to the road layout as part of the ongoing public realm works. In addition, issues had been raised by Adjudicators from the Traffic Penalty Tribunal (TPT) in regard to the clarity of the signage when hearing appeals.

The proposed changes simplified the operation of the bus gate, allowing buses, cycles and taxis to travel through the bus gate at all times and also simplified the associated signage. To monitor the impact of these changes the traffic regulation order (TRO) was implemented as an Experimental TRO. The ETRO came into operation on 10<sup>th</sup> September 2018. The closing date for objections was 10<sup>th</sup> March 2019. 2 objections were received.

In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The costs relating to making permanent or amending the ETRO 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. Consider the objections to the City of Coventry (Whittle Arch) (Bus Gate) Experimental Order 2018;
2. Subject to recommendation 1, approve the current ETRO is not made permanent, and on its expiry an alternative ETRO comes in to operation, which allows buses, cycles, taxis and private hire vehicles to travel through the bus gate at all times.
- 3 Subject to recommendation 1 & 2, approve that monitoring is undertaken on the operation of the revised bus gate.

**List of Appendices included:**

Appendix A – Location Plan  
Appendix B – Copies of objections

**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:** Objections to Experimental Traffic Regulation Order – Whittle Arch

**1. Context (or background)**

- 1.1 In 2002, as part of the Phoenix Initiative Regeneration Project, the junction of Trinity Street and Fairfax Street was closed off to all traffic and pedestrianised. Following the closure, bus usage of the Pool Meadow Bus Station was significantly reduced making the bus station facility unsustainable in the long-term.
- 1.2 To address these concerns, in 2005, the City Council 'opened up' the Trinity Street/Fairfax Street junction (Whittle Arch) to buses and cycles to enable improved bus access to the bus station. A Traffic Regulation Order (TRO) was subsequently introduced to prohibit left and right turning movements except for buses and cycles onto this section of Millennium Place, thus creating a bus only link between Trinity Street and Fairfax Street.
- 1.3 Following the introduction of the TRO, representations were received on behalf of the taxi and private hire trades within the City requesting that taxis and private hire vehicles also be allowed to use the link road. After careful consideration, in 2006 the City Council amended the TRO to include access by taxis and private hire vehicles between the hours of 10.30pm and 5.00am (a time when use of the link road by buses was minimal and no disruption to bus flows would be experienced).
- 1.4 The police were responsible for the enforcement of the restrictions at Whittle Arch, but due to limited Police resources enforcement of the restrictions was not effective. To address this issue the City Council commenced works to enable the introduction of civil enforcement.
- 1.5 Changes were made to the bus gate, including the use of specially approved signage by the DfT, and on 14<sup>th</sup> September 2009 an Experimental TRO came in to operation at Whittle Arch. Monitoring was undertaken; traffic counts in May 2009 (before the bus gate, using the new signs, came into operation) showed that 1084 car and light vans passed under the Whittle Arch, after the changes to the bus gate (and with some police enforcement) there was a reduction to 555 cars and light vans – a reduction of 49%.
- 1.6 The ETRO became permanent on 27<sup>th</sup> September 2010. In June 2011 Civil Enforcement commenced.
- 1.7 On 25<sup>th</sup> November 2011 changes were made to the operation of the Whittle Arch bus gate, this was an extension of the times taxis and private hire vehicles could travel through the bus gate. The time period being extended to 6.00pm to 8.00am, in the hope that the extension would assist with access requirements and improve the evening economy.
- 1.8 In 2018 further changes were proposed. The bus gate had been operating for a number of years and during this time changes had been made to the road layout, as part of the ongoing public realm works. In addition, issues had also been raised by Adjudicators from the Traffic Penalty Tribunal (TPT) after hearing appeals in regard to the clarity of the signage.
- 1.9 Monitoring showed that between 6.00pm to 8.00am very few private hire vehicles travelled through Whittle Arch, but a high number of taxis (hackney carriages) did. Therefore, it was proposed to simplify the bus gate restriction allowing taxis to travel through the bus gate 24 hours a day, but no longer permit private hire vehicles. This was to improve access during the day, which would hopefully impact positively on the daytime economy, whilst removing the potential of motorists travelling through the bus gate following private hire vehicles (although the number of private hire vehicles was low). In combination with the change to let buses, cycles and taxis all use the bus gate 24 hour a day, 7 days a week, additional map style signage was also introduced.

1.10 To monitor the impact of this change the traffic regulation order (TRO) was implemented as an Experimental TRO. Traffic surveys were undertaken before and after the changes were made. The ETRO came into operation on 10<sup>th</sup> September 2018; the first 6 months of operation were an objection period. The closing date for objections was 10<sup>th</sup> March 2019. 2 objections were received. These are detailed in Appendix B.

## **2. Options considered and recommended proposal**

2.1 The proposed changes to the operation of the Whittle Arch Bus Gate were made using an ETRO to enable monitoring to be undertaken and any objections to be considered, before deciding whether to make the changes permanent.

2.2 The options considered are to:

- i. Make the ETRO permanent.
- ii. Not to make the ETRO permanent and on expiry return to the previous operation of the bus gate.
- iii. Not to make the ETRO permanent and on expiry look at further changes to how it operates, and implement changes using a further ETRO and monitor.

2.3 The issues raised in the objections include:

- As a motorist, they consider the bus gate a licence to print money,
- Taxis should not be allowed through the gate as they are 'just a form of privileged transport for those who can afford to pay' and it undermines the concept of more pedestrian only areas.
- The changes have 'absolutely nothing to do with "promoting the economy", but are simply trying to give black cabs an unfair commercial advantage they neither need nor deserve'.

Both objectors refer to Hales Street (west) and that changes should be made to assist cyclists, such as the re-instatement of the contra-flow cycle lane.

2.4 The results of the monitoring have shown that:

- In the 12 months following the change of operation no personal injury collisions have been recorded
- When private hire vehicles were permitted, very few travelled through the bus gate. However, now they are not permitted a greater number are travelling through the bus gate.
- The number of taxis travelling through the bus gate has increased.
- On a weekday the percentage of vehicles making illegal passage through the arch since the changes (Sept 2018) has reduced.
- There are a large number of motorcycles going through the arch illegally
- Prior to the changes to the bus gate there was a disproportionate number of illegal manoeuvres from drivers entering the bus gate from Hales Street (west).

2.5 The changes to the bus gate were made to improve access during the day, which would hopefully impact positively on the daytime economy, whilst removing the potential of motorists travelling through the bus gate following private hire vehicles (although the number of private hire vehicles was low). The results of monitoring show the changes have increased the usage by taxis, but in addition more private hire vehicles are now using the route, however the number of cars travelling through the bus gate has reduced. It was not intended to give taxis (the black cabs referred to in the objection) an unfair advantage. Taxis and private hire vehicles are part of the transport network and can assist to facilitate passengers with disabilities in terms of direct access from their home to places they want to visit. The experimental changes to the bus gate did not change the usage of



Hales Street (west), however further reviews will be undertaken regarding traffic management across the city centre

- 2.6 Taking into consideration 2.4 and 2.5 it is recommended that the current ETRO is not made permanent, but that further changes are made (using an ETRO) to enable private hire vehicles to also use the bus gate at all times. This situation will be monitored, and any objections considered.

### **3. Results of consultation undertaken**

- 3.1 The ETRO came into operation on 10<sup>th</sup> September 2018. The ETRO was advertised in the Coventry Telegraph on 30<sup>th</sup> August 2018; notices were also placed on street in the vicinity of the proposals and letters were also sent to other various consultees. The closing date for objections was 10<sup>th</sup> March 2019. 2 objections were received.

### **4. Timetable for implementing this decision**

- 4.1 Subject to approval, a new ETRO would come into operation on expiry of the current ETRO on 10<sup>th</sup> March 2020.

### **5 Comments from Director of Finance and Corporate Services**

#### **5.1 Financial implications**

The cost of introducing the revised ETRO, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

#### **5.2 Legal implications**

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental order, on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

### **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)?**

The proposed changes will contribute to the City Council's aims 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

The proposed introduction of the changes, to also allow private hire vehicles to use the bus gate, will provide an additional means of direct access to the city centre for all passengers.

## 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:

Caron Archer  
Team Leader (Traffic Management)

#### Directorate:

Place

#### Tel and email contact:

Tel: 024 75270950

Email: [caron.archer@coventry.gov.uk](mailto:caron.archer@coventry.gov.uk)

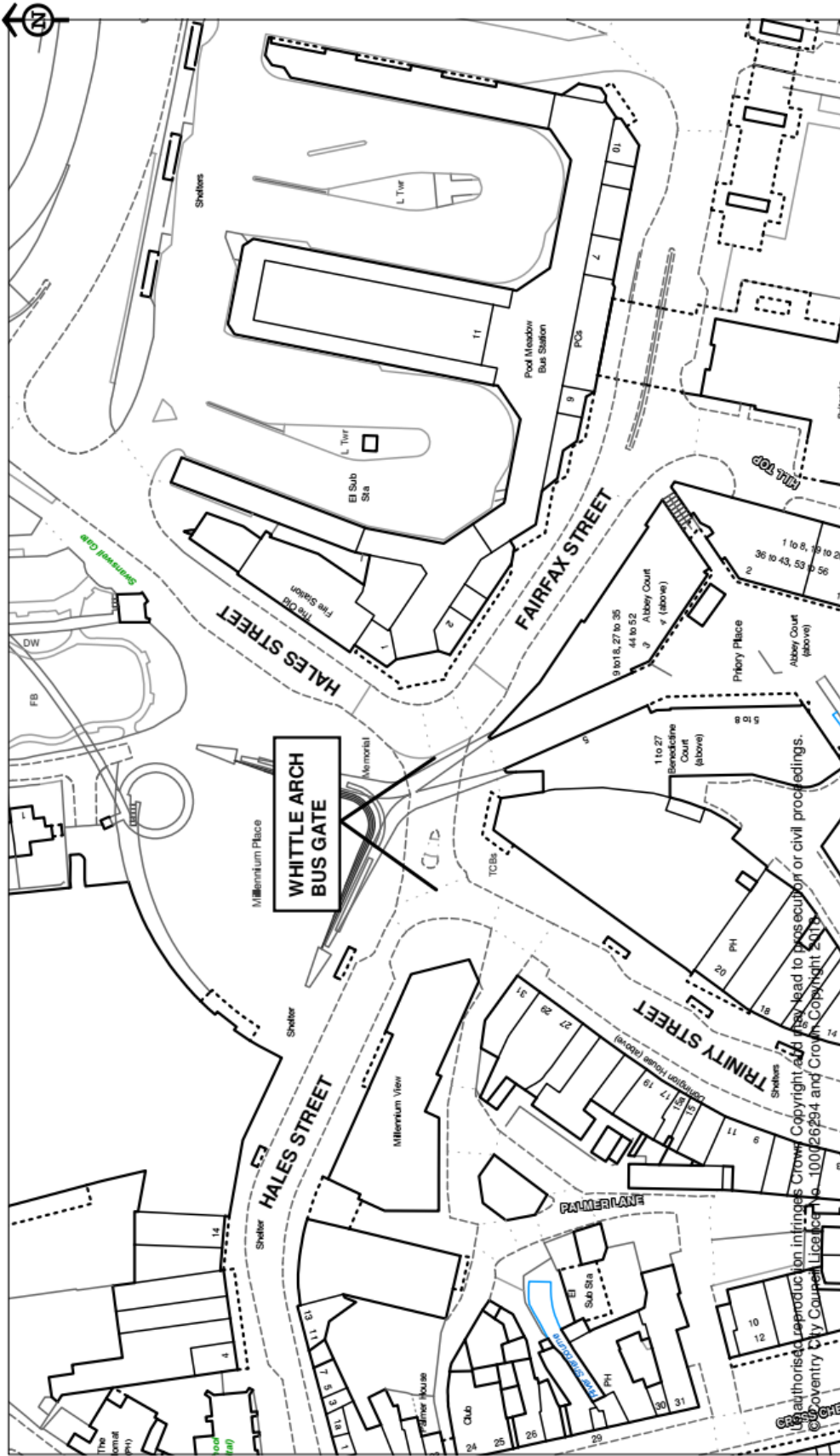
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
<b>Contributors:</b>				
Karen Seager	Strategic Lead, Transport and Highways Operations	Place	10.01.2020	10.01.2020
Rachel Goodyer	Traffic and Road Safety Manager	Place	10.01.2020	10.01.2020
Michelle Salmon	Governance Services Officer	Place	10.01.2020	10.01.2020
<b>Names of approvers: (officers and members)</b>				
Graham Clarke	Lead Accountant	Place	10.01.2020	10.01.2020
Rob Parkes	Team Leader	Place	10.01.2020	10.01.2020
Councillor P Hetherton	Cabinet Member for City Services	-	10.01.2020	10.01.2020

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Appendix A – Location Plan

LOCATION PLAN - WHITTLE ARCH BUS GATE



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## Appendix B – Copy of Objections

### Objection 1

I OBJECT to the following TRO:

Coventry City Council is proposing to make some changes to traffic orders within the City, as follows:

City of Coventry (Whittle Arch) (Bus Gate) Experimental Order 2018 - to permit buses, cycles and taxis to travel through the Whittle Arch bus gate at all times

As a motorist I see the extending the use of the these short length partially prohibited to all traffic sections of Coventry roads as a licence to print money. It is very easy on the spur of the moment to see buses (and if allowed taxis) pass through and miss relatively small signage that indicates passage is limited/prohibited, resulting in the “goose that lays golden eggs” fines on the unsuspecting motorist especially those visiting the city ferrying students to and fro. It seems the plan is to trick motorists to fill the financial void left by converting many open air car parks to student accommodation.

Taxis should not be allowed passage - they are just a form of privileged transport for those who can afford to pay bringing in more diesel exhausts than necessary inside the city ring road - and permitting it to be a thoroughfare for them undermines the the concept of more "pedestrian only" areas. The council already recognises that the junction is difficult by the retention of traffic lights enabling passage to pool meadow which is AGAINST the policy of removing all traffic lights within the ring road.

As a cyclist the whole length of road from pool meadow to Hales Grammar school is a shocking anti-promotion of cycling construction. We don't need standing taxis in the city centre - people can /should walk short distances / be able to hail etc without the need to use the Whittle arches section. The Whittle arches are confusing for cyclists as there is no designated section for use. The council says it supports cycling and tries to segregate cyclists from traffic. So why would you change that without good reason. There are no good reasons.

### Objection 2

I OBJECT to the following TRO:

Coventry City Council is proposing to make some changes to traffic orders within the City, as follows:

- **City of Coventry (Whittle Arch) (Bus Gate) Experimental Order 2018 - to permit buses, cycles and taxis to travel through the Whittle Arch bus gate at all times**

This has absolutely nothing to do with “promoting the economy”, but is simply trying to give black cabs an unfair commercial advantage they neither need nor deserve. Instead, this BUS GATE should be for buses and nothing more. Cycling should be permitted in separate cycle lanes, which need to be provided, because it is unsafe to share with buses (as Cllr Innes has previously stated).

There is no justification to give taxis of any kind any special privileges. They are NOT public transport, but instead are a very wasteful form of private transport. Taxis take up a huge amount of road space sitting idle throughout the city centre.

It is very clear that the council has a conflict of interest, given vested interests in taxi ownership amongst a number of local councillors. This must stop, and a full scrutiny review conducted to end all the privileges taxis currently enjoy.

This must also include the removal of all taxi rank space on Hales Street, and the re-instatement of the contra-flow cycle lane, which would carry far more people than empty taxis. This is also needed for pedestrian safety.



Cabinet Member for City Services

20 January 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

**Title:**

Objections to Proposed Speed Limit Reduction – London Road

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**Is this a key decision?**

No

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**Executive Summary:**

Speed limits are reviewed within Coventry on a regular basis. The primary reason for evaluating speeds limits and speed limit changes are predominantly related to making roads safer for all road users.

On 28<sup>th</sup> November 2019, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph (from Allard Way to the approach to the ring road) to improve road safety. The reduction in speed limit will also assist to improve the safety of the proposed toucan crossing to be located on London Road near the access to Charterhouse. In addition, the Allard Way and Humber Road approaches (and exit) to the roundabout junction with London Road will also be reduced from 40mph to 30mph.

Two objections and three letters of support of the proposed speed limit reduction were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

The cost of introducing the proposed TRO, if approved, will be 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) Consider the objections to the 30mph speed limit reduction.
- 2) Subject to recommendation 1 above, approve the implementation of the City of Coventry (London Road) (40mph Speed Limit Revocation) Order 2019.

**List of Appendices included:**

Appendix A – Plan of London Road speed limit reduction  
Appendix B – Copy of objections and responses  
Appendix C – Copy of letters in support

**Background Papers**

None

**Other useful documents:**

Cabinet Report - New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road (and London Road and Henley Road extensions)

**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:** Objections to Proposed Speed Limit Reduction – London Road

**1. Context (or background)**

- 1.1 On 28<sup>th</sup> November 2019, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph, from a point 140 metres north of its junction with Acacia Avenue, to a point 9 metres south east of its junction with Allard Way. This includes the circulatory of the Allard Way/London Road roundabout.
- 1.2 The rest of London Road, from a point 9 metres south east its junction with Allard Way to its junction with A45 (Toll Bar Island) will retain the 40mph speed limit. It is proposed to reduce the speed limit to 30mph on this section of London Road (from Allard Way to the approach to the ring road) to improve road safety. In addition, the Allard Way and Humber Road approaches (and exit) to the roundabout junction with London Road will also be reduced from 40mph to 30mph.
- 1.3 The reduction in speed limit is in response to historical and recent road safety concerns associated with inappropriate vehicular speeds on London Road. The speed limit reduction will also assist to improve the safety of the proposed toucan crossing to be installed on London Road near the access to Charterhouse, and the existing Puffin Crossing near to Riverside Close. Two objections and three letters of support were received.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed speed limit change on 28<sup>th</sup> November 2019, advising that any formal objections should be made in writing by 19<sup>th</sup> December 2019.

**2. Options considered and recommended proposal**

- 2.1 Two objections and three letters of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix A. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
  - i) make the order for the proposal as advertised;
  - ii) not to make the order relating to the proposal.
- 2.3 **Option i)** is recommended because of the road characteristics and forthcoming amenities that will attract non-motorised users including pedestrians and cyclists (Toucan Crossing Facility). London Road comprises a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, a phenomenon often referred to as ‘tunnel vision’. There are a number of junctions along London Road that include adjacent roads, frontal developments and houses. Junctions and accesses significantly increase the road safety risks of inappropriate vehicular speeds.

An existing pedestrian crossing facility is located on London Road near Riverside Close to accommodate school children, pedestrians (and other vulnerable footway users) crossing flows to the superstore. A proposed Toucan Crossing facility is also proposed close to the Charterhouse project. A speed limit reduction will make this section of London Road safer for all road users.
- 2.4 **Option ii)** is not recommended as this section of London Road has experienced 22 road traffic casualties over the last three-year period. This includes 2 serious collisions and 6 pedestrian collisions. Further investigations highlight a significant number of collisions were associated with inappropriate vehicular speeds.

- 2.5 Three letters received in support of the speed limit reduction include comments ‘completely agree on doing this with or without the pedestrian crossing facility’ and the speed limit reduction will ‘stop these idiots who continue to drive too fast with no consideration for anyone else’. Other comments received in support of the speed limit reduction include ‘many road users drive at excessive and dangerous speeds’ on London Road. The three letters of support are detailed in Appendix C received in response to the formal advertisement of the proposed 40mph to 30mph speed limit reduction.
- 2.6 Two objections were received and highlighted numerous concerns including the speed limit reduction is ‘bad for the environment with emissions increasing due to the non-smooth traffic flow’ and the speed limit reduction could result in an ‘increase in accidents as people slow down so quickly at point of speed reduction’. Other comments objecting the speed limit reduction include this contributing to an increase in ‘congestion and pollution’ on London Road. The full objections and responses to the issues raised are detailed in Appendix B.

### **3. Results of consultation undertaken**

- 3.1 The proposed TRO for the speed limit reduction was advertised in the Coventry Telegraph on 28<sup>th</sup> November 2019. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 19<sup>th</sup> December 2019. Two objections and three letters of support were received.
- 3.2 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request. Appendix C details the letters of support received.

### **4. Timetable for implementing this decision**

- 4.1 If the recommendation is approved, it proposed to make the amended TRO and install the restrictions by the end of March 2020.

### **5 Comments from Director of Finance and Corporate Services**

#### **5.1 Financial implications**

The cost of introducing the proposed TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

#### **5.2 Legal implications**

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.



The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

## **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)?**

The proposed changes to the speed limit as recommended 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**

The introduction of a speed limit reduction will ensure the carriageway is safe for all road users, as the lower speed limit will reduce the likelihood of personal injury collisions.

### **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:**

Joel Logue  
Civil Engineer – Highways, Traffic and Road Safety

**Directorate:**

Place

**Tel and email contact:**

Tel: 024 75270950

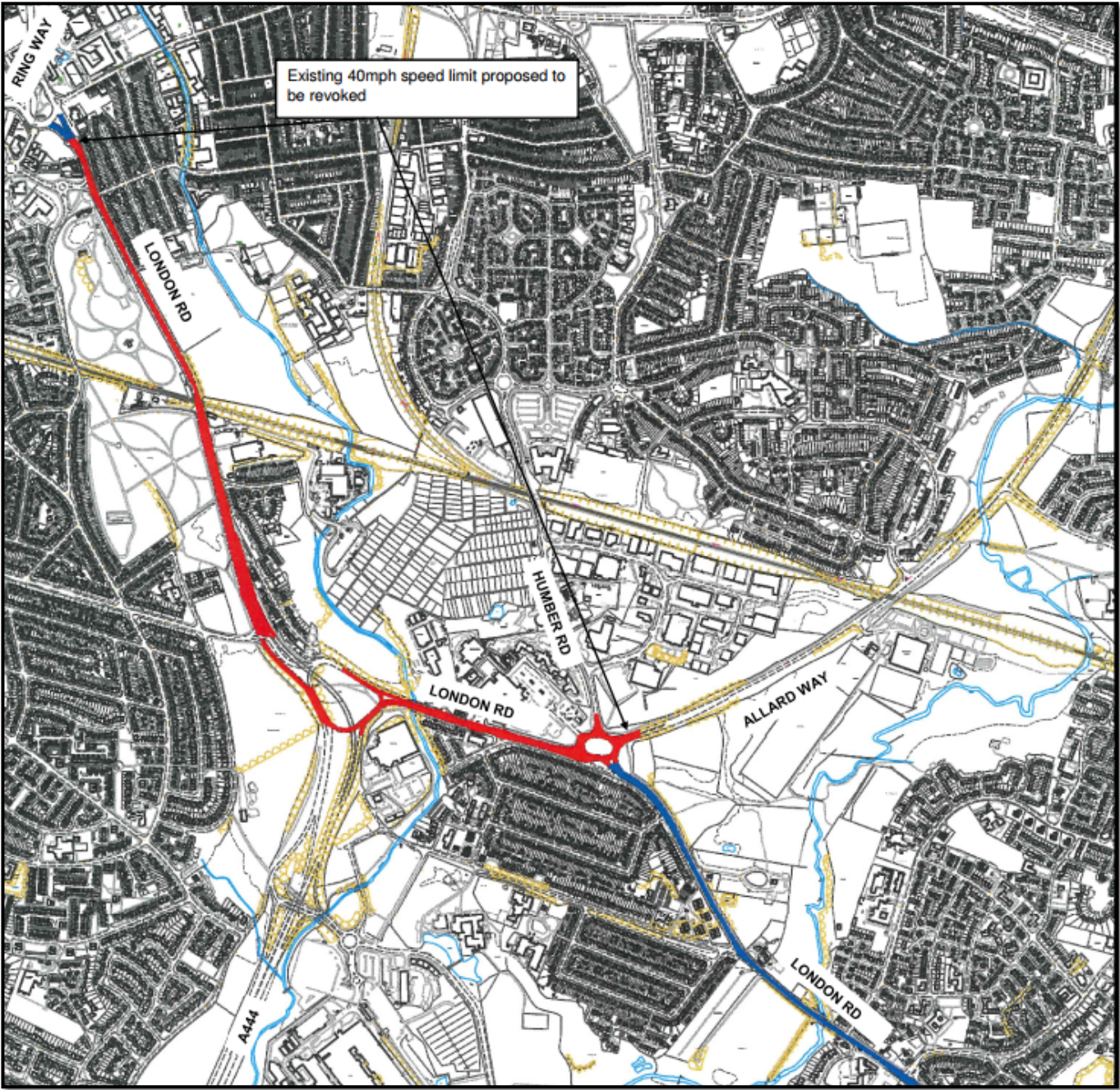
Email: [caron.archer@coventry.gov.uk](mailto:caron.archer@coventry.gov.uk)

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Karen Seager	Strategic Lead, Transport and Highways Operations	Place	02.01.20	02.01.20
Greg Payne	Head of Traffic and Network Management	Place	02.01.20	06.01.20
Rachel Goodyer	Traffic and Road Safety Manager	Place	02.01.20	06.01.20
Michelle Salmon	Governance Services Officer	Place	02.01.20	10/01/20
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Place	02.01.20	10.01.20
Rob Parkes	Team Leader, Legal Services	Place	02.01.20	06.01.20
Councillor P Hetherton	Cabinet Member for City Services	-	02.01.20	06.01.20

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Appendix A – Plan of area affected by proposed speed limit reduction



## Appendix B – Table of Objections to the speed limit reduction

<p><b>Objection 1</b></p>	<p>Please leave this road at a speed limit of 40 mile/hour. Currently traffic flow is excellent on this road. If it's not broken why fix it.</p> <p>This is purely a mechanism to gain funding from the driving community.</p> <p>A reduction will cause traffic flow rate to decrease and increase at points of speed reduction.</p> <p>1-this is bad for the environment with emissions increasing due to the non-smooth traffic flow</p> <p>2-potential increase in accidents-as people slow down to quickly at point of speed reduction</p>
<p><b>Response to Objection</b></p>	<p>Coventry City Council will not gain funding from the driving community relating to the proposed speed limit reduction.</p> <p>The speed limit reduction should not significantly affect the traffic flows, as 30mph will enhance driver behaviour and prevent road traffic collisions associated with driving at higher speeds. The reduction in collisions will enhance traffic flows.</p> <p>A speed limit reduction to 30mph will prevent excessive speeding and this will significantly reduce vehicle emissions relating to excessive acceleration and deceleration.</p> <p>The proposed speed limit reduction will significantly reduce the likelihood of personal injury collisions and the severity of injury if they do occur.</p>
<p><b>Objection 2</b></p>	<p>The general effect of the proposals do not demonstrate the actual impact of reducing the speed limit from 40mph to 30mph on a busy arterial route in and out of the city. No demonstrable consideration has been given to the expeditious and convenient movement of vehicular and their traffic in and out of the city. The council is required to consider all the requirements and not one single objective. The actual impact will be that each vehicle will spend approximately 5% extra time on the road increasing congestion. This is likely to lead to an increase in stop/start traffic on the road and an increase in pollution (on a road where there is already a pollution issue).</p> <p>The expeditious and convenient movement of vehicles has not been considered. If there are concerns for pedestrians there are suitable alternatives such as barriers along the paths. No details have been provided to the number of accidents on this stretch of road, the specific location, seriousness and whether or not speed was a contributing factor. From my understanding, there have been a small number of incidents given the volume of traffic that uses the road.</p> <p>The proposal to put a Toucan Crossing in the vicinity of Charterhouse will also lead to increased stop/start traffic on an arterial route in and out of the city and is likely to increase congestion and pollution. The need for such a crossing is unclear given that pedestrians already going to Charterhouse already have a crossing and flyover to use on the London Road (and are likely to pass getting to Charterhouse). If a further crossing is required, a flyover would be the most appropriate solution and allow for the expeditious and convenient movement of vehicles and not increase pollution.</p> <p>There are many crossings in Coventry that have a 40pmh limit on the approach, it is unclear why a 30pmh limit is required due to a new crossing. On that rationale, every road with a crossing would be 30mph.</p>

	<p>Bus stops have always been located on the London Road and passengers exit onto the pavement, it is unclear how a 30mph limit will assist safety or what specific concern the Council is trying to address. Furthermore, the Council will be aware that there are large pavements on the London Road where it could install cycle lanes and bays for buses to pull into, this would be of greater benefit to road safety.</p> <p>These are very brief thoughts given the limit time available to respond to the consultation.</p>
<p><b>Response to Objection</b></p>	<p>The speed limit reduction is being proposed for a number of reasons, including the road characteristics and the high numbers of recorded injury collisions along its length.</p> <p>London Road has experienced 22 road traffic casualties over the last three-year period. This includes 2 serious collisions and 6 pedestrian collisions. Further investigations highlight a significant number of collisions were associated with inappropriate vehicular speeds.</p> <p>In terms of traffic flows, the speed limit reduction should not significantly affect the traffic flows, as 30mph will enhance driver behaviour and prevent road traffic collisions associated with driving at higher speeds. The reduction in collisions will enhance traffic flows.</p> <p>A speed limit reduction to 30mph will prevent excessive speeding and this will significantly reduce vehicle emissions relating to excessive acceleration and deceleration.</p> <p>Coventry City Council is committed to providing expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). This is why we are proposing to install an additional pedestrian facility on London Road to ensure all road users, including pedestrians, cyclists and other vulnerable footway users can manoeuvre across London Road as safely as possible.</p> <p>It is unfortunate that a pedestrian footbridge would not be financially feasible.</p>

## Appendix C – Table of Letters of Support

<p><b>Support 1</b></p>	<p>I am writing in support of the 30mph speed limit on the London Road from Allard way junction to the city centre.</p> <p>Living on and travelling on the London Road, into the ring road, nearly ever day I see the speed at which a large percentage of the vehicles travel at.</p> <p>Some days even at 40mph it appears like I'm standing still as vehicles pass me on either side at excessive speed, depending on which lane I'm travelling in.</p> <p>However, without some kind on speed monitoring, changing the limit will have little effect on most of the drivers. Thus, the average speed cameras must also be part of the program.</p> <p>I feel if this is brought into place it will not only reduce pollution and noise in the area, but also improve pedestrian and bicycle safety.</p>
<p><b>Support 2</b></p>	<p>Hello, I am writing to tell you that living on the London Road, I agree with the proposed 30 mph speed limit on the London Road.</p> <p>However, it would need to be enforced with average speed camera's, otherwise road users will not obey the speed limit. I live opposite ASDA on the London Road. Many road users drive at excessive and dangerous speeds.</p>
<p><b>Support 3</b></p>	<p>Just reading the article ref reducing the speed limit on London road. Completely agree on doing this with or without the pedestrian crossing. In fact I would be looking to introduce a blanket 30mph speed limit on ALL MAJOR roads in the city AND 20mph on side roads!</p> <p>It's the only way to stop these idiots who continue to drive too fast with no consideration for anyone else. I've just returned from a holiday in Malta and they still have roadside signs saying " speed kills" perhaps we should reintroduce these as a reminder.</p> <p>What about "dummy" roadside police camera vans? Anyway as you can guess I'm all for taking this decision.</p>

Cabinet Member for City Services

20 January 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

Foleshill, Radford

**Title:**

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

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**Is this a key decision?**

No - this report is for monitoring purposes only.

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**Executive Summary:**

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

These amendments allow for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now amended to Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A sets out petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

**Recommendations:**

Cabinet Member for City Services is recommended to:

- 1) Endorse the actions being taken by officers as set out in Section 2 and Appendix A of the report, in response to the petitions received.

**List of Appendices included:**

Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

**Background Papers**

None

**Other useful documents:**

Cabinet Member for Policing and Equalities Meeting 18 June 2015 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme

A copy of the report is available at [moderngov@coventry.gov.uk](mailto:moderngov@coventry.gov.uk)

**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:** Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

**1. Context (or background)**

- 1.1 In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.
- 1.2 Amendments to the Petitions Scheme, which forms part of the Constitution, were approved by the Cabinet Member for Policing and Equalities on 18 June 2015 and Full Council on 23 June 2015 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

**2. Options considered and recommended proposal**

- 2.1 Officers will respond to the petitions received by determination letter or holding letter as set out in Appendix A of this report.
- 2.2 Where a holding letter is to be sent, this is because further investigation work is required of the matters raised. Details of the actions agreed are also included in Appendix A.
- 2.3 Once the matters have been investigated, a determination letter will be sent to the petition organiser or, if appropriate, a report will be submitted to a future Cabinet Member meeting, detailing the results of the investigations and subsequent recommended action.

**3. Results of consultation undertaken**

- 3.1 In the case of a petition being determined by letter, written agreement is sought from the relevant Petition Organiser and Councillor Sponsor to proceed in this manner. If they do not agree, a report responding to the petition will be prepared for consideration at a future Cabinet Member meeting. The Petition Organiser and Councillor Sponsor will be invited to attend this meeting where they will have the opportunity to speak on behalf of the petitioners.

**4. Timetable for implementing this decision**

- 4.1 Letters referred to in Appendix A will be sent out by the end of February 2020.

**5. Comments from Director of Finance and Corporate Services**

**5.1 Financial implications**

There are no specific financial implications arising from the recommendations within this report.

**5.2 Legal implications**

There are no specific legal implications arising from this report.

**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)?**

Not applicable

**6.2 How is risk being managed?**

Not applicable

**6.3 What is the impact on the organisation?**

Determining petitions by letter enables petitioners' requests to be responded to more quickly and efficiently.

**6.4 Equalities / EIA**

There are no public sector equality duties which are of relevance.

**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:**

Martin Wilkinson  
Senior Officer - Traffic Management

**Directorate:**

Place

**Tel and email contact:**

Tel: 024 7697 7139  
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Rachel Goodyer	Traffic and Road Safety Manager	Place	09/01/2020	09/01/2020
Caron Archer	Principle Officer - Traffic Management	Place	09/01/2020	09/01/2020
Michelle Salmon	Governance Services Officer	Place	09/01/2020	10/01/2020

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## Appendix A – Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed	Target date for letter to be issued
Request for Residents Parking in Brooklyn Road	28	Councillor Kaur	Holding	Parking surveys to be conducted.	February
Request that the Council Paints the Current Bus Lanes Red and Sprays the Suspended Bus Lanes Black	49	N/A	Determination	Coloured surfacing is no longer used for bus lanes to minimise maintenance costs. CCC would not use red surfacing, as this is used to highlight / raise awareness of potential danger. For cost reasons, any existing coloured surfacing in former bus lanes will be removed the next time highway maintenance (resurfacing) is undertaken.	February
Reduce Speeding on Links Road Radford	6	N/A	Determination	Links Road does not meet the Local Safety Scheme criteria of 6 recorded personal injury collisions in the last 3 years (3 were recorded, all of which were classified as slight and none of which involved pedestrians). Petitioner to be provided with details of Community Speed Watch.	February
Request for Residents Parking Permits on Churchill Ave & Fisher Rd	82	Councillor A S Khan	Determination	Parking surveys have shown that both roads meet the parking availability criteria for a residents' parking scheme. Local residents to be consulted on possible scheme to see if 60% of households are in favour.	February