

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 10.00 am on
Wednesday, 21 October 2020
(This meeting was held remotely)

Present:

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

Other Members: Councillors R Bailey and G Williams

Employees: C Archer, Traffic Management
P Bowman, Parking Services
R Goodyer, Traffic Management
L Knight, Law and Governance
U Patel, Law and Governance
G Payne, Traffic Management
M Wilkinson, Traffic Management

Public Business

14. Declarations of Interests

There were no declarations of interest.

15. Minutes

The minutes of the meeting held on 7 September 2020 were agreed as a true record. There were no matters arising.

16. Objections to Proposed Waiting Restrictions - Variation 9

The Cabinet Member considered a report of the Director of Transportation and Highways concerning objections that had been received to a Traffic Regulation Order advertised on 27 February 2020 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in a number of Wards across the City. 74 objections were received along with 19 responses in support of proposals and 4 comments were also received. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. As the meeting was being held remotely, in line with the revised government regulations, all the respondents were offered the opportunity to submit any additional comments in writing in response to the report and 11 additional responses were received following the publication of the meeting documentation. All the respondents had been provided with additional information on watching the live stream meeting.

Councillor Bailey attended the meeting in respect of matters relating to Cheylesmore Ward and outlined his support for the proposals for Black Prince Avenue, Leaf Lane and Haddon Road; Cornelius Street; Esher Drive and William Bristow Road; Purefoy Road; The Monks Croft and Benedictine Road (part); and

The Mount. Councillor Williams, a Bablake Ward Councillor, attended for consideration of the Cameron Close area proposals.

The report indicated that many of the locations where changes were proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, due to safety concerns relating to parked vehicles and from petitions requesting residents' parking schemes. The appendix detailed a summary of the objections for each proposal, including any letters of support or comments also received, and included responses to the issues raised. A presentation at the meeting provided details of the locations and highlighted the issues raised along with the proposed responses. In addition, further information was provided on the responses received following publication of the report.

An additional e-mail of support for the proposals for the Cameron Close Area had been received which reiterated the existing parking problems and Councillor Williams provided additional information which included concerns about parents parking on a private car park. An additional e-mail of support had also been received to the proposals for Knoll Drive/ Lupton Avenue.

Councillor Lloyd, Deputy Cabinet Member, detailed the speeding issues concerning Evenlode Crescent and it was agreed that, following the implementation of restrictions, continued monitoring would be undertaken at this location.

Further information had been received from an objector to the Pangfield Park/ Pyt Park and Victoria Court proposal concerning displacement parking along with additional information from a resident in support with particular reference to difficulties for wheelchair users. Councillor Bailey drew attention to parking concerns suggesting an extension of the double yellow lines. It was agreed to consider additional double yellow lines as part of the next waiting restriction review. In relation to the proposals for Pelham Bend/ Summerhill Lane, it was decided that following the introduction of the double yellow lines at this location, then speed checks would be undertaken.

Further details of observations of the parking situation at Purefoy Road and The Mount were submitted from an objector following the receipt of the report and alternative suggestions were put forward. Further details were also received from three objectors to the St Agatha's Road/ Michael Road Area Residents Parking Scheme all relating to Brays Lane not being included in the residents parking scheme. The Cabinet Member was informed that it was proposed to further consult with the residents of Brays Lane to determine if there was sufficient support for a residents parking scheme and if the support was achieved then the proposal would be included in the next waiting restriction review.

Concerns were raised about the proposal to install waiting restrictions at Shorncliffe Road/ Rosslyn Avenue and it was agreed to not to install the restrictions at the location at the current time to allow for further investigations to be undertaken.

Further comments had been received from two objectors to the proposed restrictions for The Monks Croft and part of Benedictine Road who felt that the

residents parking scheme wasn't appropriate for The Monks Croft. Clarification was provided on the consultations to date. In relation to the proposals for The Mount, attention was drawn to the additional information submitted by an objector who was against the proposed residents parking scheme at this location.

The objector to the waiting restrictions proposed for Wallace Road/ Sadler Road/ Links Road and Bruce Road submitted two further e-mails detailing why the double yellow lines were not needed and wouldn't be effective at Wallace Road.

The cost of introducing the proposed Traffic Regulation Order would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

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

1. The implementation of the restrictions as advertised at Alfall Road/Geoffrey Close, Congleton Close/Lythalls Lane, Cornelius Street, Eastlands Grove, Evenlode Crescent, Harefield Road/Beaconsfield Road, Mellowship Road/Upper Eastern Green Lane, Pelham Bend /Summerhill Lane, Silverdale Close/Foxford Crescent, The Monks Croft, The Mount, and Wallace Road/ Sadler Road/ Links Road/ Bruce Road be approved.

2. Approval be given that the restrictions are implemented on Black Price Avenue as advertised, but not implemented on Leaf Lane from its junction with Black Prince Avenue to its junction with the A444.

3. The installation of the double yellow lines for junction protection at the junctions of Cameron Close with Mackenzie Close and Halifax Close be approved and approval be given that the Controlled Parking Zone is not installed, that more traffic monitoring at school entry and exit times is undertaken and to consult again with residents about possible parking restrictions if necessary.

4. The implementation of the restrictions as advertised at Delage Close/Anderton Road be approved and it be noted that Anderton Road is already part of a review to determine if additional double yellow lines are to be proposed on the bend.

5. The implementation of restrictions as advertised at Esher Drive and William Bristow Road be approved and an extension to the double yellow lines on William Bristow Road (6.5 metres on the northern side and 4.5 metres on the southern side of the junction) be advertised as part of the next waiting restriction review.

6. The implementation of the restrictions as advertised at Keppel Street be approved and double yellow lines for junction protection at Keppel Street/Cambridge Street and Keppel Street/Wright Street junctions be included as part of the next waiting restriction review.

7. The implementation of the restrictions as advertised at Knoll Drive/Lupton Avenue be approved with monitoring being undertaken

following implementation and consultation with residents about a possible extension to the waiting restrictions.

8. The implementation of the restrictions as advertised at Newton Close/Pandora Road be approved and consult with residents about possible additional waiting restrictions.

9. The implementation of the restriction as advertised at Pangfield Park/Pyt Park be approved and an extension to the double yellow lines on both sides of Pyt Park (up to the boundary of nos. 4 and 6 Pyt Park) and double yellow lines for junction protection at the Allesley Hall Drive/ Pangfield Park junction be included as part of the next waiting restriction review, and also to consider additional double yellow lines as part of this review.

10. The implementation of the Residents' Parking Scheme as advertised on Purefoy Road be approved and a proposal for double yellow lines on the north eastern side of Queen Isabel's Road/ Galeys Road for junction protection be included as part of the next waiting restriction review.

11. The installation of a reduced extent of double yellow lines on Morland Road, reducing the extent to 5 metres (not the 10 metres originally proposed) each side of the junction with Romford Road be approved. Approval be given to install as proposed on Romford Road and once installed, monitor and if future concerns are raised, consider extending the double yellow lines.

12. The installation of a residents' parking scheme on St Agatha's Road, St Ann's Road, St Osburg's Road and St Michael's Road be approved and consult with residents of Brays Lane once more to determine if there is sufficient support for a residents' parking scheme. If sufficient support is received, include the proposal for a residents' parking scheme on Brays lane in the next waiting restriction review.

13. The installation of a reduced extent of double yellow lines on The Jordans, reducing the extent by 6 metres on the north east corner of the junction, outside no. 59 be approved. Once installed monitor and if future concerns are raised consider extending the double yellow lines.

14. The proposed waiting restrictions at Shorncliffe Road/ Rosslyn Avenue are not installed and further investigations be undertaken.

15. Approval be given that the proposed Traffic Regulation Order is made operational.

16. Continued monitoring be undertaken at Evenlode Crescent following the implementation of the restrictions at this location.

17. Following the introduction of the double yellow lines at Pelham Bend/ Summerhill Lane, speed checks be undertaken.

17. **Proposed Closure of Council Operated Car Parks**

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval for the closure of six Council operated car parks to help reduce the amount of surplus places available in the short to medium term, pending a detailed review of the Parking Strategy to consider the long term options including the possible disposal, redevelopment, or re-purposing of the assets.

The report indicated that the city centre parking strategy was approved by Cabinet in September 2016 and this strategy included clear aims and objectives for managing parking provision to ensure the right balance of spaces to meet future demands for parking whilst improving the quality of the facilities and ensuring they were in the right locations. The City Council currently operated twenty-three public car parks across the city comprising 3,840 spaces. Eighteen of the car parks were in, or near to, the city centre and these car parks had capacity for 3,600 spaces. Demand for parking had been increasing for some time and this growth had been expected to continue. However, since April 2020 demand for city centre parking had been significantly impacted due to Covid19, lockdown, and changes in travel behaviours in general. Some of these changes were expected to be long-lasting if not permanent. During the period April to September 2020, car park occupancy levels had been less than 25% of total capacity. Consequently, there had regularly been fewer than 900 spaces occupied and more than 75% (or 2,700) empty spaces.

In the short term, it was proposed to decommissioning and close six city centre public car parks with the aim of shrinking the car park estate and reduce the overall total capacity by 874 spaces (24%) which would help to close the gap between parking provision and demand, whilst reducing some operational running costs. It was proposed that the following car parks be closed at the earliest opportunity pending a further review of the City Centre Car Parking Strategy:

- i. New Union Street multi-storey car park (MSCP) (240 spaces)
- ii. Cheylesmore surface car park (45 spaces)
- iii. City Arcade roof top car park (231 spaces)
- iv. Leicester Row car park (80 spaces)
- v. Moat Street surface car park (153 spaces)
- vi. Whitefriars Street surface car park (125 spaces)

A map showing the location of the above car parks was set out at an Appendix to the report. It was the intention that a report be submitted to Communities and Neighbourhoods Scrutiny Board (4) and Cabinet in due course outlining the long term options for managing the car park estate.

The report set out additional information on the location; the current state of the car parks; the current occupancy levels; the impact of closure; and the alternative parking options in the areas of the car parks put forward for closure. It was noted that the Moat Street car park would cease to exist following a redesign of the road network in that area as part of the air quality improvement measures that had previously been approved by Cabinet.

The Cabinet Member was informed that following the publication of the report, a representation had been received on behalf of the traders in City Arcade requesting that City Arcade roof top car park remain open during the current difficult trading climate. The shops were to be given a facelift and it was hoped to

increase footfall in the vicinity and keeping the car park open would support this. The Cabinet Member outlined her support for the traders.

RESOLVED that:

1) The temporary closure of New Union Street and Cheylesmore car parks, both of which are in a poor condition and in need of significant financial investment, be approved.

2) Approval be given that Salt Lane car park is reclassified as 'long stay' and amend the parking charges in Salt Lane accordingly so that there is no detrimental financial impact to the general public arising from the closure of New Union Street and Cheylesmore car parks.

3) The temporary closure of Whitefriars Street and Leicester Row car parks be approved as they are under-utilised and are not in the right location.

4) The permanent closure of Moat Street car park, in line with plans to redesign and remodel Ring Road junction 7 as part of the Air Quality Action Plan, be approved.

5) Approval be given for officers to commence the legal process to remove the five car parks from the Off-Street Parking Places Order 2005.

6) Following the representation received, approval be given for the City Arcade roof top car park to remain open.

18. Outstanding Issues

There were no outstanding issues.

19. Any other items of Public Business - Norman Place Road

Councillor Williams, Bablake Ward Councillor, raised concerns about traffic issues at the roundabout on Norman Place Road which were causing safety issues for local residents. Particular issues included vehicles driving off the pavement straight onto the roundabout and a lorry driving the wrong way on the roundabout. Officers clarified that a safety scheme was currently being drawn up and residents were being consulted. Issues under consideration included pedestrian refuges and the placing bollards on the footway. Financial considerations would need to be taken into account.

There were no other additional items of public business.

(Meeting closed at 11.50 am)