

**Time and Date**

2.00 pm on Monday, 5th July 2021

Place

Council House, Earl Street, Coventry CV1 5RR

Please note that in line with current COVID regulations, there will be limited public access to the meeting to ensure social distancing. If you wish to attend in person, please contact the Governance Services Officers indicated at the end of the agenda.

Public Business**1. Apologies****2. Declarations of Interests****3. Minutes**

(a) To agree the minutes of the meeting held on 14th April 2021 (Pages 5 - 12)

(b) Matters Arising

4. Petition - Parking on Daventry Road Shopping Centre (Pages 13 - 20)

Report of the Director of Transportation and Highways

To consider the above petition, bearing 459 e-signatures, which is being supported by Councillor Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

5. Petition - Safety of Pedestrians and Property at Malmesbury Road - Charlecote Road (Pages 21 - 28)

Report of the Director of Transportation and Highways

To consider the above petition, bearing 20 signatures (7 e-signatures and 13 paper signatures), which is being supported by Councillor Lancaster, a Holbrook Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

6. **Petition - Speed Measures on the A444 between Binley Road and Heath Crescent** (Pages 29 - 36)

Report of the Director of Transportation and Highways

To consider the above petition, bearing 14 signatures. The petition organiser has been invited to the meeting for the consideration of this item

7. **Onstreet Residential Chargepoint Scheme (ORCS) - Tender/Contract Award** (Pages 37 - 42)

Report of the Director of Transportation and Highways

8. **Coventry Electric Bus City - Closure of Cox Street Car Park and Application to Stop Up Highway (Part of Ford Street)** (Pages 43 - 52)

Report of the Director of Transportation and Highways

9. **Outstanding Issues**

There are no outstanding issues

10. **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

Julie Newman, Director of Law and Governance, Council House, Coventry
Friday, 25 June 2021

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 / michelle.salmon@coventry.gov.uk

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

By invitation:
Councillor M Heaven (Shadow Cabinet Member)

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

Public Access

Please note that in line with current COVID regulations, there will be limited public access to the meeting to ensure social distancing.

Any member of the public who would like to attend the meeting in person is required to contact the following officers in advance of the meeting regarding arrangements for public attendance.

Liz Knight / Michelle Salmon

Governance Services Officers

Tel: 024 7697 2644 /2643

Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

This page is intentionally left blank

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 11.00 am on
Wednesday, 14 April 2021
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 L Bigham

Employees:

M Coggins, Streetscene and Regulatory Services
T Cowley, Transport and Highways
S Elliot, Streetscene and Regulatory Services
R Goodyer, Transportation and Highways
L Knight, Law and Governance
J Logue, Transportation and Highways
M McHugh, Streetscene and Regulatory Services
R Parkes, Law and Governance
M Salmon, Law and Governance
M Wilkinson, Transportation and Highways

Public Business

40. Declarations of Interests

There were no declarations of interest

41. Minutes

The minutes of the meeting held on 17th February, 2021 were agreed as a true record. There were no matters arising.

42. Petition - Resurface the Footpath between Eden Street and Heath Crescent and Take Action Over Persistent Fly Tipping

The Cabinet Member considered a report of the Director of Transportation and Highways concerning a petition, bearing 16 e-signatures, requesting the resurfacing of the footpath between Eden Street and Heath Crescent along with action to prevent the persistent fly tipping. The report had been requested by the petition organiser following the receipt of a determination letter. A statement was read out on behalf of the petition organiser who was unavailable for the meeting.

The report indicated that the footpath was a pedestrian only route from the end of Eden Street to where it emerged at the A444 and joined Watersmeet Road. It was susceptible to fly tipping, particularly at the Eden Street end as this was located adjacent to an industrial estate. This meant it was remote and the opportunity to fly tip was easier particularly outside normal daytime working hours. A location plan was set out at an appendix to the report.

The City Council's Environmental and Regulatory Services team and Street Pride Cleansing team were familiar with the site acknowledging that the area was a known 'fly tipping' hotspot site. The council had installed a camera at the site and as a result would be able to monitor any specific fly tipping activity and take the appropriate action in response. The camera was located on a lamp column on Eden Street and it was on a tour taking in Crabmill Lane and Eden Street. It was intended to look at vehicles going down the road. It was reported that a secondary ANPR camera had now been ordered and was to be installed at the location over the next few days.

The Cabinet Member was informed that the Street Pride Cleansing Team attended this site on a fortnightly basis to pick up litter. In order to help prevent fly tipping the team had installed a bollard at the entrance to the footpath at Eden Street to prevent vehicles being able to access the footpath.

The report detailed that that the last annual programmed safety inspection of the footpath took place in October 2020. Following receipt of the petition an engineer made a separate visit in January, 2021 to make an assessment of the construction and overall condition of the footpath. It was noted that the footpath comprises of a bituminous surface in an aged condition with widths varying from 3.0 to 2.2 metres along its length. Vegetation overhung the footway in various sections and at the time of the visit a build-up of leaves/vegetation partly restricted the pedestrian route. The existing footway surface was broken up in places by exposed tree roots and would need treatment at various locations to provide a level surface. In addition, there was evidence of fly tipping at the northernmost end of the footway which could create access issues to vulnerable users and pushchairs. The pedestrian count was low at the time of inspection and there were no defects observed at intervention level.

Following the engineer's assessment, and given the current condition, pedestrian usage and comparing the general condition with other footpaths across the City, the recommended treatment would be resurfacing to restore the line and level and provide an even and uniform walking surface. Until such time that this work could be carried out, the Council would continue to make safe any defects at or above the intervention level as identified by way of small localised repairs. Future capital maintenance programmes and proposed treatments to roads and pavements were established on a 'worst first' basis across all road categories. Consequently, the actual scheduling of the works for the location would be based on priority of the scheme and funds available.

Officers reported that there had been 45 incidents of fly tipping during the last twelve months and fixed penalty notices had been issued where possible. Seven of the referrals had come from members of the public. There was also one ongoing prosecution case concerning fly tipping in the area.

The statement submitted by the petition organiser referred to a recent announcement from the Council about additional funding of £11m for roads and £2m for pavements. It was clarified that the funding had been awarded by the Department of Transport and included conditions for specific repairs. The footpath between Eden Street and Heath Crescent didn't meet the criteria for improvement works. Reference was also made to the overgrown vegetation and it was reported

that works would be undertaken. The organiser had requested the installation of a new wooden fence and the planting of new flowers and trees.

RESOLVED that:

(1) The petitioners' concerns be noted.

(2) It be approved that the footpath be held on Coventry City Council's forward programme list and its condition will continue to be monitored and scored against all other similar sites citywide. If budgets permit, then this stretch be resurfaced no sooner than 2022/23. In the interim the footpath will continue to be kept safe by way of localised repairs to any areas that meet the Council's current intervention levels.

(3) The measures already put in place to monitor and deter fly tipping incidences at this location be noted.

43. **Objections to Proposed Speed Limit Reduction - Princethorpe Way, Quorn Way and Bredon Avenue Area**

The Cabinet Member considered a report and received a presentation of the Director of Transportation and Highways concerning one objection that had been received to a Traffic Regulation Order advertised on 18 February 2021 which proposed to extend the existing 20mph speed limit on Princethorpe Way, Quorn Way and associated side roads to include part of Bredon Avenue and the side roads abutting it, to improve road safety. A location plan and a summary of the objection and the responses to the issues raised were set out in appendices to the report. As the meeting was being held remotely, in line with the revised government regulations, the objector had been offered the opportunity to submit any additional comments in writing in response to the report. The objector had been provided with additional information on watching the live stream meeting.

The report indicated that on 25th March 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city and to recommendations made by a Task and Finish Group established by Public Services, Energy and Environment Scrutiny Board (4) to consider how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process, taking into consideration requests from the community.

The Quorn Way Area 20mph speed limit was installed in 2002 and extended further along Princethorpe Way in 2010. However, the 20mph section on Quorn Way did not have the necessary signage. It was therefore proposed to install the required entry signage to encourage slower driving behaviour. In addition, it was proposed to extend the 20mph area to include part of Bredon Avenue, as residents had previously raised concerns about vehicular speeds and this would assist to achieve the aspiration to become a safer speed city.

The Traffic Regulation Order (TRO) was advertised proposing to extend the existing 20mph speed limit on Princethorpe Way, Quorn Way and associated side roads to include part of and Bredon Avenue and side roads abutting it. The general effect of this proposal would be to increase the existing 20mph speed limit

area to improve road safety. The speed limit reduction would also assist to improve the safety of vulnerable road users, in particular pedestrians.

The objection received, was not against the proposal to reduce the speed limit in the area proposed in the TRO, but was due to the objector's belief that 20mph speed limits should be made across the city in one action.

It was recommended that the order be made as advertised since the area was a self-contained network of residential roads, many of which already had existing traffic calming features together with natural road bends and narrowings, which would help keep speeds low. Additionally, reducing speeds to 20mph could have a wide range of benefits for the community, including encouraging cycling and walking, because of the calmer environment for 'vulnerable' road users. A reduction in speeds could prevent collisions and could also reduce the severity of injuries sustained in collisions that occurred. A pedestrian was likely to suffer slight injuries if struck by a vehicle travelling at 20mph. However, at 30mph they were likely to be severely injured, and at 40mph or above, they were likely to be killed. It was considered that the proposed 20mph speed limit would assist in improving safety for all road users, including pedestrians and other vulnerable road users.

RESOLVED that, having considered the objection to the proposed 20mph speed limit extension, the implementation of the City of Coventry (Princethorpe Way, Quorn Way & Bredon Avenue Area) (20mph Zone & Consolidation) Order 2021 be approved.

44. **Objection to Proposed Speed Limit Reduction - London Road**

The Cabinet Member considered a report and received a presentation of the Director of Transportation and Highways concerning one objection that had been received to a Traffic Regulation Order advertised on 21 January 2021 proposing to reduce the speed limit on London Road from 40mph to 30mph on that section from Allard Way to its junction with A45, Toll Bar Island to improve road safety. Along with the objection, 4 e-mails in support of the proposal had also been received. A location plan and a summary of the objection and the responses to the issued raised were set out in appendices to the report. As the meeting was being held remotely, in line with the revised government regulations, the respondents were offered the opportunity to submit any additional comments in writing in response to the report. The objector had been provided with additional information on watching the live stream meeting. Councillor Bailey, a Cheylesmore Ward Councillor, attended the meeting and outlined his support for the proposal.

The report indicated that the Traffic Regulation Order (TRO) proposed to reduce the speed limit on London Road from 40mph to 30mph on that section from a point 9 metres south east of its junction with Allard Way to its junction with A45 (Toll Bar Island). The objective was to make this section of London Road safer for all road users.

The Cabinet Member was informed that the speed limit on the rest of London Road, apart from on a short length in the vicinity of the Ring Road, was reduced from 40mph to 30mph on 9th March 2020. Making all of London Road the same speed limit would ensure consistency and improve road safety for its entire length.

The reduction in speed limit was in response to historical and recent road safety concerns from residents and local Councillors associated with difficulties experienced by vulnerable road users, and in particular pedestrians attempting to cross London Road. Large sections of London Road from its junction of Allard Way to its junction with St James Lane had four running lanes (two lanes in each direction) and this made it difficult for pedestrians who tried to cross the road with the current speed limit of 40mph.

Reducing the speed limit to 30mph would ensure vulnerable road users such as pedestrians (including elderly pedestrians) could manoeuvre across London Road more safely. The existing Average Speed Enforcement Cameras would be re-calibrated to optimise speed compliance. Crossing a road with a 30mph speed limit was significantly safer for pedestrians than crossing a road with a 40mph speed limit. A lower speed limit, therefore lower traffic speeds, resulted in additional time for pedestrians and other vulnerable road users cross a road, collision severity was also a factor of speed. However, it was noted that pedestrian should always find a safe place to cross.

The objection received highlighted numerous concerns including, the existing speed limit (40mph) was currently enforced by average speed cameras and therefore why was it is necessary to legally change the speed limit to 30mph. In addition, the objection stated that by reducing the speed limit, more drivers would get a fine or points on their licence.

It was recommended that the order be made as advertised because of the road characteristics and road safety hazards associated with vulnerable road users manoeuvring across four lanes of traffic (two lanes in each direction) on a 40mph speed limit road. In addition, junctions and accesses significantly increased the road safety risks on 40mph speed limit roads and there were a number these along London Road. A speed limit reduction would make this section of London Road safer for all road users and provide a consistent speed limit on the entire length of London Road.

RESOLVED that, having considered the objection to the proposed 30mph speed limit, the implementation of the City of Coventry (London Road) (40mph Speed Limit & Revocation) be approved.

45. **Statutory Taxi and Private Hire Vehicle Standards**

The Cabinet Member considered a report of the Director of Streetscene and Regulatory Service which sought approval for 12-week public consultation on the amendments required to the existing City Council Taxi Licensing requirements to bring them in-line with new standards for taxi and private hire vehicles required by the Department of Transport. The standards were set out in the Department's "Statutory Taxi and Private Hire Vehicle Standards". The report detailed how these recommendations would impact the City Council's Taxi Licensing processes. The report was also to be submitted to the Licensing and Regulatory Committee at their meeting on 27 April 2021.

The report indicated that the recommendations in the DfT report were designed to regulate better the taxi and private hire vehicle sector through the development of a national set of core common minimum standards. The document set out a

framework of policies that any licensing authority in England and Wales “must have regard” to when exercising their functions. Standards detailed replaced previous 2010 Best Practice Guidance issued by the DfT and were expected to be implemented unless there was a compelling local reason not to.

The Cabinet Member was informed that some of the standards highlighted in the DfT document were already covered in Coventry’s current processes and this report highlighted the recommendations that would require amendment to current policy and practice as follows:

i) Taxi Licensing Policies - licensing authorities to make publically available a cohesive policy document that brings together all of their procedures in relation to the licensing of taxis and private hire vehicles.

ii) The Disclosure and Barring Service - drivers should undergo enhanced DBS checks at least every six months to enable the licensing authority to routinely check for new information. Vehicle proprietors should also undertake a basic disclosure from the DBS annually (where they are not also drivers).

In order to ensure that licence holders continued to comply with the standards required they would be required to notify the licensing authority within 48 hours of: an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence. The DfT report also recommended that licensing authorities should use national databases to share information about licence refusals and revocations to mitigate the risk of non-disclosure of relevant information by applicants. The report recommended that licensing authorities should use national databases to share information about licence refusals and revocations.

iii) CCTV in Vehicles - The DfT considered that the use of CCTV could provide a safer environment for the benefit of both the drivers and users of taxis / private hire vehicles. All licensing authorities were required to consult to identify if there were local circumstances which would indicate that CCTV camera in vehicles would have a positive or negative effect on users and drivers.

iv) Private Hire Operators – additional conditions were required for holders of operator’s licences which were set out in the report.

v) Enforcing the Licensing Regime - licensing authorities should, where required, jointly authorise officers from other authorities to be able to take compliance and enforcement action against licensees from outside their authority area. In addition, the DfT report provided further information on considerations for the assessment of previous convictions which would assist Licensing and Regulatory Committee when whether an individual was ‘fit and proper’ to hold a taxi or private hire vehicle licence.

The report detailed implications associated with these recommendations.

It was proposed that a 12 week public consultation be undertaken on the changes to current policy and process required to meet the standards highlighted. A full list of consultees was set out at an appendix to the report. The consultation would include identification around the considered requirements to make the use of

CCTV cameras in licensed taxis and private hire vehicles a mandatory licensing requirement.

RESOLVED that a 12-week public consultation on the proposals to amend the Councils current Taxi Licensing requirements to ensure that they are in line with the standards required by the Department for Transport be approved.

46. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

The Cabinet Member considered a report of the Director of Transportation and Highways that provided a summary of the recent petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual petitions were set out in an appendix attached to the report and included target dates for action. The report was submitted for monitoring and transparency purposes.

The report indicated that each petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor sponsoring the petition (if any) and/or the petition organiser/spokesperson could still request that their petition be the subject of a Cabinet Member report.

Members noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent, or a report submitted to a future Cabinet Member meeting.

RESOLVED that the actions being taken by officers as detailed in the appendix to the report, in response to the petitions received, be endorsed.

47. **Outstanding Issues**

There were no outstanding issues.

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

There were no additional items of public business.

(Meeting closed at 11.45 am)

This page is intentionally left blank



Cabinet Member for City Services

5 July 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Cheylesmore

Title:

Petition - Parking on Daventry Road Shopping Centre

Is this a key decision?

No

Executive Summary:

An e-petition with 459 signatures was received requesting that the previous layout of the parking bays at Daventry Road Shopping Centre be reinstated.

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 requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that the changes to the configuration of the parking bays were introduced on a temporary basis to facilitate social distancing. When social distancing guidance is withdrawn, local consultation will be undertaken to determine whether the temporary layout is made permanent or the previous layout is reinstated.

The cost of 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 actions confirmed by determination letter to the petition organisers (as detailed in paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

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 - Parking on Daventry Road Shopping Centre

1. Context (or background)

1.1 An e-petition with 459 signatures was received requesting that the previous layout of the parking bays at Daventry Road Shopping Centre be reinstated.

1.2 The petition reads as follows:

'We the undersigned petition the Council to stop the proposed change to parking at Daventry Road Shopping Centre. Not only will it reduce the amount of parking available. Part of the proposal is to make it more social distancing, this will not be the case as opening doors onto the pavement area will cause drivers to be in closer contact with pedestrians and also the safety issue of doors opening whilst pedestrians are walking by.'

The proposed changing from diagonal parking for 38 vehicles to parallel parking for 35 means that during business hours the amount of lost parking will be vast as these shops and banks have a quick turnover and one parking space may be occupied by many vehicles in the course of any one hour, so hundreds of spaces lost in a week. Getting disabled or children out of the passenger side which means having the car door open will be a safety issue with cars driving down the slip road. These shops are popular for the very reason that parking is generally so good. In times of so many shops struggling to stay open this is a nail in the coffin, which they certainly don't need. Could part of the very wide pavement be used say at Quinton Road end to allow longer vehicles to park safely. It would seem the shop owners were only notified in last couple of days, so no prior consultations have taken place. With parallel parking on the other side of the slip road, it is going to be chaotic if both sides are reversing into spaces at the same time and no doubt increase accidents and not as planned reduce them.'

1.3 Daventry Road is a local distributor road between London Road and Leamington Road subject to a 30mph speed limit. The shopping centre is located on a service road that runs parallel to Daventry Road between Queen Isabel's Avenue and Quinton Road. The service road is one-way running from Queen Isabel's Avenue and Quinton Road. It is located in Cheylesmore Ward. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B to the report) advised that the changes to the configuration of the parking bays were introduced on a temporary basis to facilitate social distancing. When social distancing guidance is withdrawn, local consultation will be undertaken to determine whether the temporary layout is made permanent or the previous layout is reinstated.

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 No further action is proposed.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

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

N/A.

6.2 How is risk being managed?

N/A.

6.3 What is the impact on the organisation?

None.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None.

6.6 Implications for partner organisations?

None.

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

Rachel Goodyer
Traffic & Road Safety Manager

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 7697 2328

Email: rachel.goodyer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Martin Wilkinson	Senior Officer – Traffic Management	Transportation and Highways	18/06/2021	22/06/2021
David Edwards	Engineer	Transportation and Highways	18/06/2021	21/06/2021
Michelle Salmon	Governance Services Officer	Law and Governance	18/06/2021	21/06/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	18/06/2021	21/06/2021
Rob Parkes	Team Leader, Legal Services	Law and Governance	18/06/2021	21/06/2021
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2021	24/06/2021

This report is published on the council's website: www.coventry.gov.uk/councilmeetings



Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for the previous layout of the parking bays at Daventry Road Shopping Centre to be reinstated.

The matter was discussed with Councillor Hetheron, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

The changes to the configuration of the parking bays were introduced on a temporary basis to facilitate social distancing. When social distancing guidance is withdrawn, local consultation will be undertaken to determine whether the temporary layout is made permanent or the previous layout is reinstated.

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.

This page is intentionally left blank



Cabinet Member for City Services

5 July 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Holbrook

Title:

Petition - Safety of Pedestrians and Property at Malmesbury Road - Charlecote Road

Is this a key decision?

No

Executive Summary:

An e-petition with 20 signatures was received requesting measures to facilitate verge parking on Malmesbury Road and Charlecote 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 requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that the roads highlighted have been added to the verge scheme request list, but that requests are prioritised in line with the Verge Protection Policy, which gives greater priority to roads on major routes. On receipt of the determination letter, the petition organisers advised that they wanted the issue to be considered at a Cabinet Member for City Services meeting.

The cost of introducing verge protection 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 actions confirmed by determination letter to the petition organisers (as detailed in paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

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 - Improve safety at the junction of The Chesils and Knoll Drive

1. Context (or background)

1.1 An e-petition with 20 signatures was received requesting measures to facilitate verge parking on Malmesbury Road and Charlecote Road. The petition is sponsored by Councillor Lancaster.

1.2 The petition reads as follows:

'We the undersigned petition the Council to request a review be undertaken to explore possible parking options using part of the green space, to remove vehicles off road and so give safe crossing areas for pedestrians.

The residents of Malmesbury Road have concerns regarding the safety of pedestrians and property due to both the speed of traffic and density of parking in our area, particularly at a bend in the road and the junction with Charlecote Road. We request a review in order to address these concerns.

1.3 Malmesbury Road and Charlecote Road are residential roads. They are both subject to a 30mph speed limit. They are in Holbrook Ward. 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 the roads highlighted have been added to the verge scheme request list, but that requests are prioritised in line with the Verge Protection Policy, which gives greater priority to roads on major routes.

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 No further action is proposed.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The cost of introducing verge protection measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

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

N/A.

6.2 How is risk being managed?

N/A.

6.3 What is the impact on the organisation?

None.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None.

6.6 Implications for partner organisations?

None.

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

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 7697 7139

Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	16/06/2021	22/06/2021
Caron Archer	Team Leader, Traffic Management	Transportation and Highways	16/06/2021	17/06/2021
Michelle Salmon	Governance Services Officer	Law and Governance	16/06/2021	17/06/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	16/06/2021	17/06/2021
Rob Parkes	Team Leader, Legal Services	Law and Governance	16/06/2021	17/06/2021
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2021	24/06/2021

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

Appendix A – Location plan



Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for measures to facilitate verge parking on Malmesbury Road and Charlecote Road.

The matter was discussed with Councillor Hetheron, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

The location you have highlighted has been added to the verge scheme request list; however, please note that requests are prioritised in line with the Verge Protection Policy, which gives greater priority to roads on major routes.

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.

This page is intentionally left blank



Cabinet Member for City Services

5 July 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

St Michael's and Upper Stoke

Title:

Petition - Speed Measures on the A444 between Binley Road and Heath Crescent

Is this a key decision?

No

Executive Summary:

An petition with 14 signatures was received requesting a reduction in the speed limit on the A444 between Binley Road and Heath Crescent to reduce the disturbance caused by traffic noise.

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 requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that there are currently no proposals to change the speed limit on the A444, which was determined in line with national guidance according to the nature of the road. The letter recommended that, if the noise of vehicles travelling on the A444 is creating a disturbance, the petitioners should contact the developer of the estate to request measures to shield their properties from the traffic noise.

The cost of 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 actions confirmed by determination letter to the petition organisers (as detailed in paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location Plan
Appendix B – Determination letter

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 - Speed Measures on the A444 between Binley Road and Heath Crescent

1. Context (or background)

1.1 An petition with 14 signatures was received requesting a reduction in the speed limit on the A444 between Binley Road and Heath Crescent to reduce the disturbance caused by traffic noise.

1.2 The petition reads as follows:

'We the residents of Dairy Road (a private residential estate) hereby petition the Coventry City Council to reduce the existing speed limit on the A444 dual carriageway near the Binley Road and Heath Crescent from 50mph to 40mph, as we are disturbed by the noise the vehicles are travelling at all times.

The A444 starts with the speed limit from 30mph increasing to 50mph then reduces back to 30mph. We request that consideration be given to changing the speed limit to 40mph.'

1.3 The A444 is a primary road running from Binley Road to the M6 and beyond. Within Coventry, it is a dual carriageway subject to a 50mph speed limit, which reduces to 30mph at most junctions. The section between Binley Road and Heath Crescent forms the boundary between St Michael's and Upper Stoke Wards. Dairy Road is a private residential road off Swan Lane in St Michael's Ward. Some of the properties on Dairy Road share a boundary with the A444. A location plan is shown in Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety and parking issues are heard by the Cabinet Member for City Services. The Cabinet Member considered the petition prior to this meeting and in response requested that the issue was dealt with by determination letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

1.5 The determination letter (copy in Appendix B to the report) advised that there are currently no proposals to change the speed limit on the A444, which was determined in line with national guidance according to the nature of the road. The letter recommended that, if the noise of vehicles travelling on the A444 is creating a disturbance, the petitioners should contact the developer of the estate to request measures to shield their properties from the traffic noise.

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

3.1 No formal consultation has been undertaken.

4. Timetable for implementing this decision

4.1 No further action is proposed.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended proposal.

6. Other implications

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

N/A.

6.2 How is risk being managed?

N/A.

6.3 What is the impact on the organisation?

None.

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) climate change and the environment

None.

6.6 Implications for partner organisations?

None.

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

Martin Wilkinson
Senior Officer - Traffic Management

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 7697 7139

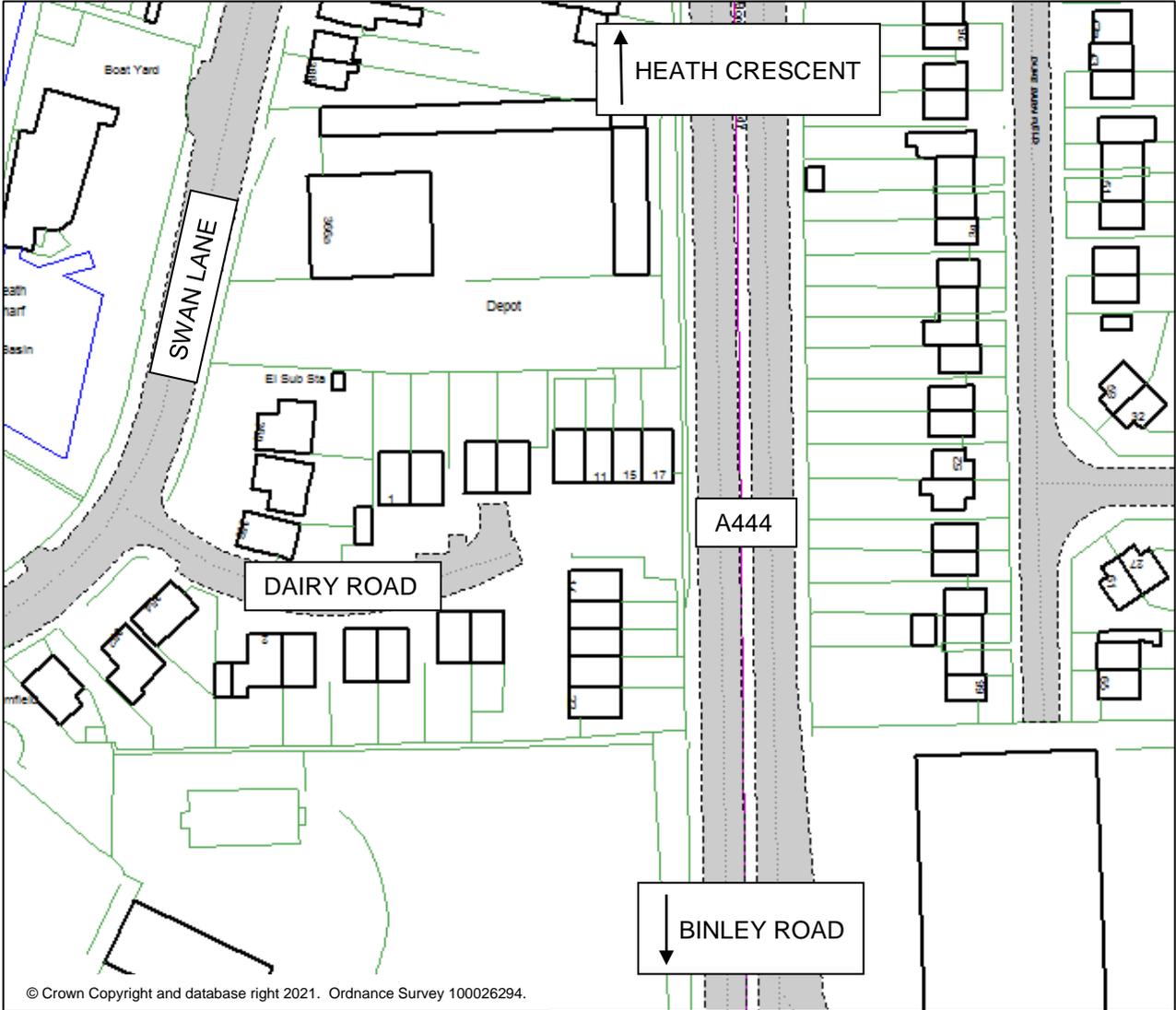
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	16/06/2021	22/06/2021
Caron Archer	Team Leader, Traffic Management	Transportation and Highways	16/06/2021	17/06/2021
Michelle Salmon	Governance Services Officer	Law and Governance	16/06/2021	17/06/2021
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	16/06/2021	17/06/2021
Rob Parkes	Team Leader, Legal Services	Law and Governance	16/06/2021	17/06/2021
Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2021	24/06/2021

This report is published on the council's website: www.coventry.gov.uk/councilmeetings

Appendix A – Location plan



Appendix B – Copy of text of determination letter

I am writing with regard to the above petition and your request for a reduction in the speed limit on the A444 between Binley Road and Heath Crescent.

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.

There are currently no proposals to change the speed limit on the A444, which was determined in line with national guidance according to the nature of the road. If the noise of vehicles travelling on the A444 is creating a disturbance, we would recommend that you contact the developer of the estate to request measures to shield your properties from the traffic noise.

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.

This page is intentionally left blank

Cabinet Member for City Services

5th July 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

City-wide

Title:

Report – Onstreet Residential Chargepoint Scheme (ORCS) – Tender/Contract Award

Is this a key decision?

No – Although the matters within the report affect a number of wards in the city, it is not anticipated that the impact will be significant.

Executive Summary:

Coventry is at the cutting edge of the automotive industry and a leader in innovation. Electric vehicles lie at the heart of this development and following a number of successful bids, the city council have installed over 200 residential electric chargepoints city wide. A further 200 chargepoints are currently being installed and will be operational by end of April 2021. This programme is intended to future-proof the city's transport infrastructure for the increase in electric vehicle ownership in line with national Government policy, with the Government having committed to ending sales of new diesel- and petrol-powered vehicles from 2030.

In line with this commitment, the Office for Zero Emission Vehicles (OZEV) has allocated £20m of funding for on-street residential chargepoint projects. The funding available is for 75% of the capital costs of procuring and installing the chargepoints and associated dedicated parking bays (where applicable). This funding has been made available to Local Authorities in a grant agreement format.

The scheme is intended to meet the needs of residents and therefore the requirement from OZEV is that the chargepoints must be installed in residential areas where there is limited access to off-road private parking.

The Council has over the past three years successfully submitted four funding applications to OZEV securing grant funding to the value of £1,446,010. This funding is being used to install a mix of slow and fast chargepoints on residential streets across the city.

There is still the opportunity for the Council to bid for additional funding from OZEV, however, the current Charge Point Operator (CPO) contract has now come to an end and a new CPO needs to be procured. The intention has been to publish tender documents to the value of £1.5 million (over a two-year period) which will allow the Council to bid for additional funding when it becomes available and allow the Council to explore a fully funded option by the CPO. A Proc 2 was submitted to Procurement Board and was approved on 24th February 2021.

Tender documents for a concession contract were published on 9th June 2021 with a return date of 9th July 2021.

Recommendations:

It is recommended that the Cabinet Member for City Services:

1. Following evaluation of received tenders, approve the award of a concession contract to the successful tenderer.
2. Delegates authority to the Director for Transportation and Highways and the Director of Law and Governance to execute all necessary legal documents with the successful tenderer.
3. Note that the submission for grant funding is made to Office for Zero Emission Vehicle for up to £500,000 per year for the next two years, which will be used to install charge points if successful.
4. Note the advertisement of Experimental Traffic Regulation Orders (ETRO's), Temporary Traffic Regulation Orders (TTRO's) and Traffic Regulation Orders (TRO's) as necessary to safely install charge points at various locations.

List of Appendices included:

None

Other useful background papers:

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: Onstreet Residential Chargepoint Scheme (ORCS) – Tender/Contract Award

1. Context (or background)

- 1.1. The Office for Zero Emission Vehicles (OZEV) is a cross Government, industry endorsed team to promote the uptake of zero emission vehicles (ZEV). OZEV has the remit to dispense funding for 'on street residential chargepoint scheme' (ORCS) to local authorities.
- 1.2. Coventry was declared an Air Quality Management Area in 2009 because of high levels of Nitrogen Oxide (NO₂) and more recently the Government's 'UK Plan for Tackling Roadside Nitrogen Oxide Concentrations' document issued in July 2017 identified Coventry as a city where NO₂ exceedance is expected to continue beyond 2020.
- 1.3. Coventry's newly adopted Local Plan includes policies to promote the uptake of electric vehicles. These are Policy AC1 (Accessible Transport Network) and Policy EM6 (Air Quality).
- 1.4. The Government's has published their Making the connection: the plug-in vehicle infrastructure strategy, a clear vision for infrastructure helping address for those interested in plug-in vehicle infrastructure.
- 1.5. To date, ORCS has supported over 60 local authorities to deliver over 2,000 chargepoints for residents who do not have off-street parking, Coventry City Council being one of the 60 local authorities.
- 1.6. ORCS has been running for 3 years and the chargepoint market has developed considerably since, with a wider range of chargepoint operators and products in the market with overall volumes rising.
- 1.7. The Council has submitted four ORCS bids to OZEV between 2018 and 2020 and has been successful in securing a total of £1,449,128 to deliver 401 charge points to help prepare the City with the infrastructure required to transition to net zero transport.
- 1.8. OZEV have now confirmed a further £20million grant funding available to Local Authorities till March 2023. The Council is seeking to procure a concession contract for a single supplier to supply residential charging points including within delivery scope the connection, installation and provision of a single back-office function for the operation of the points, repair & maintenance and warranty management of the points.
- 1.9. The current contract is now at its maximum limit and the Council is seeking to procure a further concession contract for a single supplier to supply residential charging points,
- 1.10. The requirements are to be funded by Council bids for Office for Zero Emission Vehicles (OZEV) funding that will fund 75% of the project cost (charge points and ground works) with 25% to be funded (invested) by the Supplier. The Supplier will retain the revenues made from the charging points as they are used minus a revenue share (15%) that will be provided to the Council during the contract term.
- 1.11. The intention is to procure up to 300 funded charge points initially. To future proof the contract in case new requirements for the same charge points emerge following the procurement, the Council intends to give scope for up to 400 charge points to allow additional call offs with same supplier without having to re-procure. This will ensure continuity and avoid the resource / time cost of further tenders for the same requirements.
- 1.12. Under the fully funded model proposal, for the period of the 6.5 years from the time of appointing the supplier, the supplier will be entitled to 100% of the Gross Revenue and

Net Revenue (Gross minus electricity charge). For any Period thereon, the supplier will be entitled to 85% of the Net Revenue, with the Council being entitled to 15% of the Net Revenue.

2. Options considered and recommended proposal

- 2.1. The proposal is to install the slow chargers on ends of the identified streets on existing footway where existing street light is present which will supply power to the slow chargers, minimising street clutter.
- 2.2. Where street lights are at the front of the footway, slow chargepoints will be installed directly on to the street lights.
- 2.3. An Experimental Traffic Regulation Order (ETRO) is to be introduced for the fast chargepoint locations, and 2 parking spaces are allocated in each area and increase the electric vehicle charging infrastructure network in the city.
- 2.4. The options considered are:
 - 2.4.1. to do nothing
 - 2.4.2. submit applications to OZEV for further funding to increase the electric vehicle charging infrastructure network in the city.
 - 2.4.3. Proceed with a fully funded model if no grant funding is secured from Office for Zero Emission Vehicles.
- 2.5. It is recommended to proceed with options 2.4.2 and 2.4.3.

3 Results of consultation undertaken

- 3.1 It is proposed to carry out consultation in the coming months with all the properties in the identified streets before submitting application to OZEV for funding.

4 Timetable for implementing this decision

- 4.1 The proposal is to submit two applications over the two financial years, 2021/2022 and 2022/2023, to install up to 300 chargepoints in the city.
- 4.2 The proposal is also to agree locations in the city to install fully funded charging hubs incorporating up to 100 charge points of differing capacity.

5 Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

The one-off cost implications for the Council are the costs of advertising any traffic regulation orders and undertaking consultation with city constituents. It is proposed that these costs are funded from Highways and Transportation ITB funds (Integrated Transport Budget).

There are no on-going cost implications for the Council associated with either option 2.4.2 or 2.4.3 as the supplier will be responsible for the running costs of the charging points. The Council would benefit from a 15% revenue share income, which depending on the funding route, could yield the City Council between £26k and £47k per year.

5.2 Legal implications

The consultation referred to in clause 3.1 of this report will be undertaken pursuant to the requirement of S.115(b) Highways Act 1980.

The procurement referred to in this report is being carried out pursuant to the Council's Rules for Contract and the relevant requirements of the Public Contract Regulations 2015.

6 Other implications

6.1 How will this contribute to achievement of the Council Plan?

It is considered that the proposals support the Council Plan objective to create an attractive, greener city by making it easier for people to use electric vehicles within the city, thereby reducing vehicle emissions, improving the environment and tackling climate change, and supporting the delivery of the Local Air Quality Action Plan for Coventry.

6.2 How is risk being managed?

Risk is being managed through the project governance.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No equality impact assessments have been undertaken. However, it is not expected that implementation of this proposal will have any adverse impact and these chargepoints will be accessible to all residents in the area.

6.5 Implications for (or impact on) climate change and the environment

The intention of implementing these chargepoints is that once they are installed and operational, residents will have confidence to purchase or lease electric cars as they will be able to charge near their homes. And once the electric vehicle uptake is accelerated, the (anticipated) reduced levels of CO₂ and NO₂ emissions should result in improvements to local air quality. This would support the Coventry Local Air Quality Plan which was approved by the Council's Cabinet in July 2020.

6.6 Implications for partner organisations?

None

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

Shamala Evans-Gadgil,
 Programme Manager/Senior Project Manager
 Transport and Innovation

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 7683 1048,
 Email: Shamala.evans-gadgil@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon	Governance Services Officer	Law and Governance	21.06.21	21.06.21
Colin Knight	Director of Transportation and Highways	-	14.06.21	16.06.21
Sunny Heer	Lead Accountant	Finance	14.06.21	15.06.21
Graham Clark	Lead Accountant	Finance	14.06.21	22.06.21
John Seddon	Head of Transport and Innovation	Transportation and Highways	14.06.21	22.06.21
Rachel Goodyer	Traffic and Road Safety Manager	Transportation and Highways	16.06.21	23.06.21
Rob Parkes	Commercial Lawyer	Law and Governance	14.06.21	16.06.21
Oluremi Aremu	Major Projects Lead Lawyer	Law and Governance	14.06.21	14.06.21
Hannah Watts	Programme Officer – Inequalities	Public Health and Wellbeing	14.06.21	17.06.21
Names of approvers for submission:				
(officers and members)				
Phil Helm	Finance Manager	Finance	21.06.21	23.06.21
Councillor P Hetherton	Cabinet Member for City Services	-	16.06.21	23.06.21
Councillor J O’Boyle	Cabinet Member for Jobs, Regeneration and Climate Change	-	14.06.21	23.06.21

This report is published on the council's website: moderngov.coventry.gov.uk

Cabinet Member for City Services

5th July 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

St Michael's

Title:

Coventry Electric Bus City – Proposed Closure of Cox Street Car Park and Application to Stop Up Highway (part of Ford Street)

Is this a key decision?

No

Executive Summary:

The Department for Transport (DfT) launched the All Electric Bus Town fund in February 2020, with £50 million in grant funding made available to allow one town or city within England to make the transition to a bus network operated fully by electric powered buses. The West Midlands Combined Authority (WMCA), as the strategic transport authority, submitted an Expression of Interest, which was developed by Coventry City Council in partnership with Warwickshire County Council, Transport for West Midlands and incumbent Coventry and Warwickshire bus operators.

Consideration of the full business case (FBC) was devolved from the DfT to the WMCA, which is now the accountable body for the Coventry and Warwickshire scheme. The FBC was approved by the WMCA board on 19th March 2021 and the funding of £50 million was passported from the DfT to the WMCA on 31st March 2021, allowing the project to proceed.

As a result, Coventry will see over 290 electric buses operating within the city by the end of 2025, supporting the Council's objectives of a green economic recovery through the de-carbonisation of the city's transport network, with an estimated emissions saving of around 24,000 tonnes of carbon dioxide and 55 tonnes of nitrogen dioxide per year.

To facilitate the electrification of the bus fleet, it is necessary to provide additional land in the vicinity of the West Midlands Travel Ltd bus depot and the Pool Meadow bus station to accommodate an electric bus charging facility. Cox St car park, as shown on the plan at Appendix 1 to the report, is ideally located for this initiative and so it is proposed that the car park is closed to the public and the site re-purposed as a bus charging facility.

It is further proposed to stop up the length of public highway in Ford Street (shown on the plan in appendix 2 to the report) which serves as a public vehicular access to Cox Street car park. This is to facilitate seamless integration and access to the electric bus charging infrastructure.

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Approve the permanent closure of Cox Street car park.
- 2) Subject to the approval of recommendation 1 above, approve that officers commence the legal process to remove Cox St car park as identified edged in green on Plan A in Appendix 1 to the report from the Off-Street Parking Places Order 2005.
- 3) Approve that an application be made to the Magistrates' Court for an Order stopping up the highway as identified on Plan B in Appendix 2 and titled '*Highways Act 1980, section 116 – Application to Stop Up part of Highway known as Ford Street*', in accordance with the provisions of sections 116 of the Highways Act 1980 and approve that officers commence the legal process required for achieving this.
- 4) Delegate authority to the Director of Highways and Transportation, in conjunction with the Director of Property Services and Development, to negotiate terms for a market rent for the site.
- 5) Delegate authority to the Director of Highways and Transportation and the Director of Law and Governance, following consultation with the Director of Finance, to execute all necessary agreements and orders necessary to give effect to the recommendations set out in this report.

List of Appendices included:

- Appendix A- Plan A, showing the Cox Street car park in the context of the bus charging infrastructure development [shown edged in green]
- Appendix B - Plan B, showing part of Ford Street titled '*Highways Act 1980, section 116 – Application to Stop Up part of Highway known as Ford Street*' [shown edged in blue]

Background papers:

None

Other useful documents:

All Electric Bus City and Enhanced Partnership Plan

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:

Coventry Electric Bus City – Proposed Closure of Cox Street Car Park and Application to Stop Up Highway (part of Ford Street)

1. Context (or background)

- 1.1 In July 2017, the Government published the “UK plan for tackling roadside NO2 Concentrations” and Coventry was named as one of the 22 towns and cities in the UK where annual mean NO2 concentrations are projected to exceed legal limits in 2020, and beyond.
- 1.2 There are known locations, shown by local air quality monitoring, within Coventry where annual mean NO2 concentrations exceed the level set by the European Union (EU) Limit Value and National Air Quality Strategy objective (40 µg/m³). However, the whole of the Coventry urban area has been selected as the overall study area as it has been declared an Air Quality Management Area (AQMA) since 2009. This is to avoid the situation where a targeted approach in one or more geographic areas only shifts the problem elsewhere.
- 1.3 The Department for Transport (DfT) launched the All Electric Bus Town fund in February 2020, with £50 million in grant funding made available to allow one town or city within England to make the transition to a bus network operated fully by electric powered buses. The West Midlands Combined Authority, as the strategic transport authority for the West Midlands, submitted an Expression of Interest (EOI) for Coventry. The EOI was developed by the Coventry City Council in partnership with Warwickshire County Council and Transport for West Midlands and covered all public bus services operating within the city and in surrounding areas of Warwickshire.
- 1.4 The DfT subsequently confirmed that the Coventry and Warwickshire bid had been shortlisted alongside a second bid from Oxfordshire County Council based in Oxford. In the Budget Statement on 25th November 2020, Government increased the amount of funding available for the All Electric Bus Town competition, and the DfT has confirmed, in writing to the WMCA Chief Executive, that the Coventry / Warwickshire proposal will be funded subject to the submission of a satisfactory Full Business Case.
- 1.5 The DfT has also confirmed that the WMCA will be the accountable body for the Coventry and Warwickshire scheme as the strategic transport authority for the Coventry area, and that responsibility for the development and approval of the FBC be devolved from the DfT to the WMCA. The FBC was presented to and approved by the WMCA Board at its meeting on 19th March 2021.
- 1.6 Officers have taken a lead role in the preparation of the FBC and around 297 new electric buses will come into operation in Coventry over the next four years, meaning that by Winter 2025 every public bus service in the city will be operated by a zero-emission electric vehicle, supporting the Council’s objectives of a green economic recovery through the decarbonisation of the city’s transport network.
- 1.7 The existing bus depot does not have capacity to facilitate the electric bus fleet charging infrastructure and there is a need to identify additional land space to accommodate all night charging and parking of up to 45 electric buses.
- 1.8 Cox Street car park, which is adjacent to the existing bus depot, separated by Ford Street which serves as the access road to the car park, has been identified as a suitable site to accommodate this requirement for the following reasons:

1.8.1 Cox Street car park is a Council owned long-stay Pay and Display car park comprising 140 parking spaces.

1.8.2 Occupancy levels in Cox St car park have dropped to about 30% during the past year due to the pandemic, the closure of the Sports Centre in Fairfax Street, and the closure of Gala Bingo. The car park is no longer in a desirable location that is easily accessible to through traffic.

1.8.3 The area is well served by other Council operated public car parks, including Lower Ford St, Grove St and Gosford St car parks, all of which have spare capacity to absorb any displacement from the proposed closure of Cox St car park. Like Cox St, these three car parks all operate as long-stay car parks with the same parking tariffs, so there isn't expected to be any detrimental financial impact on customers as a result of the proposed closure of Cox St.

1.8.4 Generally, the impact of the proposed closure on regular users of Cox St car park is expected to be negligible.

1.9 The stopping up of Ford St is for the section of the road is solely use by traffic accessing Cox St car park.

2. Options considered and recommended proposal

Do Nothing (Not Recommended)

2.1 The alternative to the proposed way forward is to retain Cox St car park and keep it open as a car park, albeit under-utilised, pending consideration of other possible alternate uses. However, this option would detrimentally impact the Councils and TfWM's aspirations to facilitate the electrification of buses in Coventry, as there are no other suitable sites nearby. Hence, this is not a realistic option.

Closure of Cox Street, installation of charging infrastructure (Recommended)

2.2 The recommended way forward is to proceed with the proposed closure of Cox St car park. Whilst this will have the effect of reducing the overall car parking provision, it should be noted that there is spare capacity in nearby car parks. Consequently, this option aligns with the key aims and objectives of the car park strategy of managing parking provision to ensure the right amount of parking to meet changing demands whilst allowing further exploration of redevelopment, rationalisation and consolidation opportunities. It is the Council's intention to "seek the approval of the Cabinet Member for Jobs, Regeneration and Climate Change" to enter into a lease with the bus operating company over the area of Cox Street Car Park (outlined green on Plan A to the report) in order to facilitate the recommendations of this report", which in this case, includes the possible re-provision of the site for electric bus charging infrastructure.

3. Results of consultation undertaken

No public consultation has yet been undertaken on the proposal to remove the Cox Street car park from the City of Coventry (Off-Street Parking Places) Order 2005 (as amended).

4. Timetable for implementing this decision

4.1 Subject to the approval of this report, the closure of the car park will be undertaken following the advertisement of the public notice and the expiry of the minimum statutory 21day notice period

- 4.2 The timetable for implementing the All Electric Bus Town is expected to take place between April 2021 and March 2025, with all buses operating in the city being electric buses by the end of 2025.
- 4.3 The timetable for phase 1 of the buses operating in Coventry is expected to be June 2022.
- 4.4 Subject to the recommendation in this report being approved the application to Magistrates' Court will be made as soon as is practicable.

5. Comments from the Director of Finance and the Director of Law and Governance

5.1 Financial implications

- 5.1.1 The West Midlands Combined Authority will be the accountable body for the grant funding of £50 million.
- 5.1.2 The capital costs necessary to repurpose the car park and the stopped-up highway (Ford Street) will be met by the project grant funding and TfWM.
- 5.1.3 The annual net income generated by Cox Street car park in 2019-20 (the last year not significantly affected by COVID-19) was as follows:

2019-20		
Income Excluding VAT	Direct Running Costs	Net Income
£ 000	£ 000	£ 000
169	44	125

The post-COVID-19 market for car parks is significantly more challenging with demand for spaces and therefore income significantly down. The estimated position for 2021-22 is as follows:

2021-22 Estimate		
Income Excluding VAT	Direct Running Costs	Net Income
£ 000	£ 000	£ 000
50	45	5

Therefore, the revenue financial implications are:

- **A saving in running costs of approximately £45k per annum** as the incumbent bus operator would take on all operating costs of the site, including business rates.
- **A commercial rent to offset some of the income loss.** Subject to approval to close Cox St car park, officers will enter in discussions with the incumbent bus operator to develop a Heads of Terms (HoT) agreement for the leasing of the site comprising Cox St car park and Ford St. The agreement will be based on a commercial rent as is required by law.

- **Retained income by directing customers to nearby Council car parks.** It is anticipated that some of the loss of car park income generated directly from Cox St car park will be mitigated through the displacement of public parking to other nearby car parks that currently have ample spare capacity.

There is much uncertainty regarding the degree to which parking income returns to pre pandemic levels. It is likely however that demand will not fully recover in the short term such that some consolidation of the car parking estate will be required to reduce costs and seek alternative uses and incomes. The proposals in this report therefore represent an appropriate rationalisation of space and a part financial mitigation against car parking fee incomes no longer achievable.

5.2 Legal implications

5.2.1 Under section 32 of The Road Traffic Regulation Act 1984 the Council has powers to enable it to provide off-street parking places. The Council can choose to use its land as an off-street car park and can choose to stop doing so. It can also choose whether to regulate the use of that car park through an Off-Street Parking Order which gives the Council charging and enforcement powers. The subsequent removal of parking controls is subject to a statutory notice/objection process and the due consideration of any objections received.

5.2.2 The recommendation in this report and all subsequent actions are provided for in the Highways Act 1980. Section 116 of the Act provides the power for a highway authority to apply to the Magistrates' Court for an order stopping up a highway, or part of a highway. In order to apply to the Magistrates for a Stopping Up Order, the highway must fall into one of the following categories; (1) it is unnecessary, or (2) it can be diverted so as to make it nearer or more commodious to the public. In this case, the relevant highway is considered unnecessary.

5.2.3 Legal services will be required take the necessary steps to seek the stopping up Order. This includes advertising the application in the press, serving notices on various parties and making a formal application to the Magistrates' Court.

6. Other implications

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

These proposals support the Council's core aims, as set out in the Council Plan, by:

- improving the quality of life for Coventry people – by creating an attractive, cleaner and greener public transport system operating within the city;
- creating an attractive, cleaner and greener city by investing in an enhanced, attractive zero-emission bus fleet to operate within the city, and;
- making the city more accessible for businesses, visitors and local people through the provision of more attractive bus services using zero-emission, modern, accessible vehicles.
- Improving Coventry's environment and tackling climate change by creating a sustainable business location around a transport interchange and delivering highly resource efficient business premises. Additionally, the expansion of green space in the city centre will help reduce the heat trapped in the city and increase biodiversity.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

The closure of Cox Street surface car park will remove the current net revenue generated from the 140 space long stay public car park. Although the income from this car park will cease once the site is redeveloped, it is the intention of the authority to recuperate similar income through future lease agreements.

It is also anticipated that most of the parking will relocate to other underutilised car parks which should minimise the loss of income to the Council.

6.4 Equalities Impact Assessment / EIA

This report does not affect the way the Council performs its functions and delivers its services; therefore, an EIA has not been undertaken.

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:**

Shamala Evans-Gadgil, Consultant Project Manager (Transport & Innovation)
Paul Bowman, Team Manager (Parking Services)

Service:

Transportation and Highways

Tel and email contact:

Tel: 024 76976691, Email: shamala.evans-gadgil@coventry.gov.uk

Tel: 024 76972200, Email: paul.bowman@coventry.gov.uk

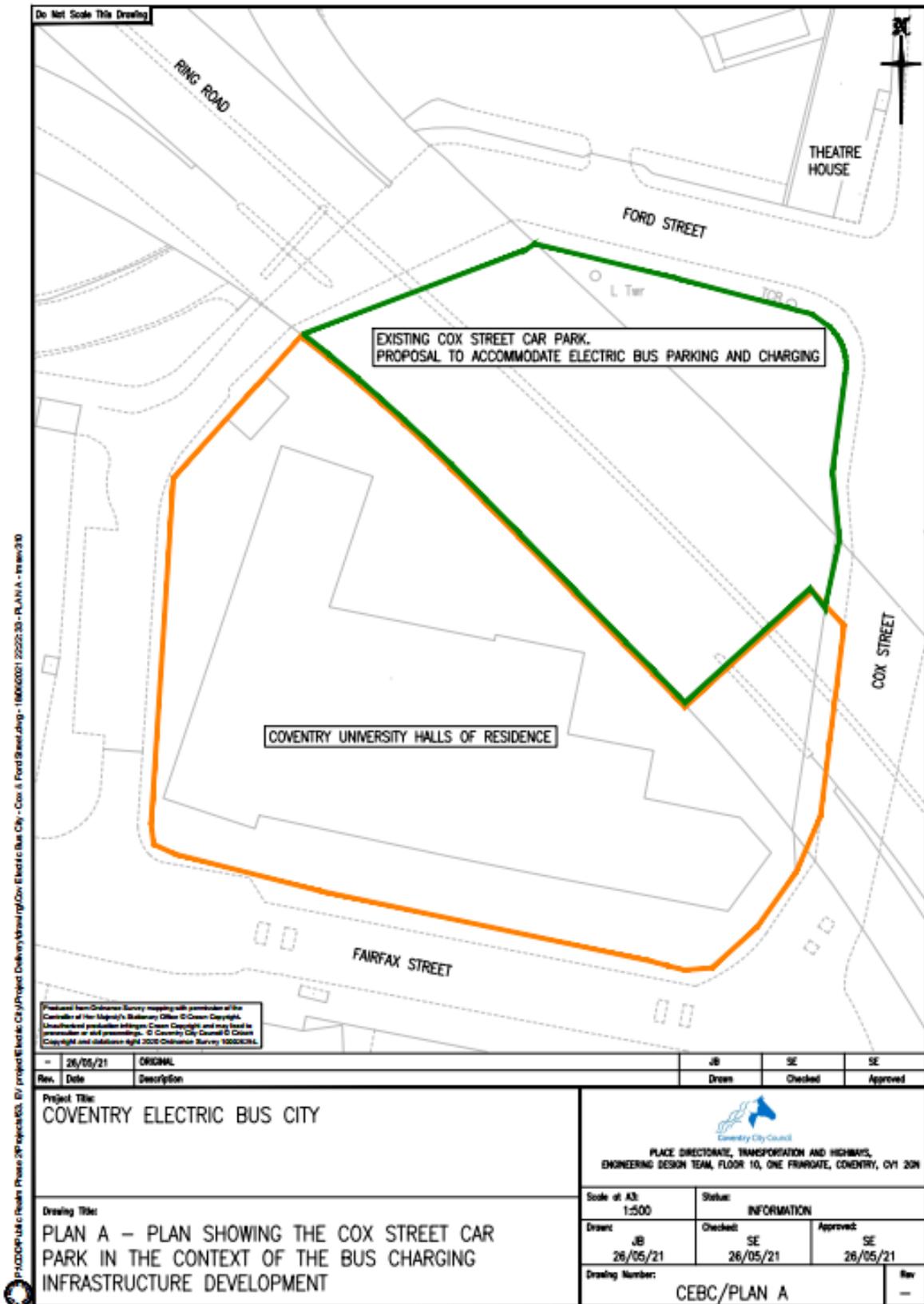
Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon	Governance Services	Law and Governance	21.06.21	21.06.21
Colin Knight	Director of Transportation and Highways	-	10.06.21	18.06.21
Sunny Heer	Lead Accountant	Finance	10.06.21	15.06.21
Graham Clark	Lead Accountant	Finance	10.06.21	15.06.21
David Butler	Head of Planning, Policy and Environment	Streetscene and Regulatory Services	10.06.21	17.06.21
John Seddon	Head of Transport and Innovation	Transportation and Highways	10.06.21	21/06/21
Richard Moon	Director of Property Services and Development	-	18.06.21	21/06/21
Caron Archer	Principal Engineer (Traffic Management)	Transportation and Highways	10.06.21	17.06.21
Simon Cooper	Development Surveyor	Property Services and Development	10.06.21	17.06.21
Rob Parkes	Commercial Lawyer	Law and Governance	10.06.21	15.06.21
Oluremi Aremu	Major Projects Lead Lawyer	Law and Governance	10.06.21	18.06.21
Hannah Watts	Programme Officer – Inequalities	Public Health and Wellbeing	10.06.21	17.06.21
Names of approvers for submission:				
(officers and members)				
Phil Helm	Finance Manager	Finance	22.6.21	22.6.21
Councillor P Hetherton	Cabinet Member for City Services	-	16.06.21	23.06.21
Councillor J O'Boyle	Cabinet Member for Jobs, Regeneration and Climate Change	-	14.06.21	23.06.21

This report is published on the council's website: moderngov.coventry.gov.uk

Appendix A

Plan A, showing the Cox Street car park in the context of the bus charging infrastructure development.



Appendix B

Plan B, showing the Cox Street car park in the context of the bus charging infrastructure development.

