



Cabinet Member for City Services

Time and Date

2.00 pm on Wednesday, 20th October, 2021

Place

Diamond Rooms 1 and 2 - Council House

Please note that in line with current Government and City Council guidelines in relation to Covid, there will be reduced public access to the meeting to manage numbers attending safely. 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** (Pages 3 - 10)

- (a) To agree the minutes of the meeting held on 29th September 2021
- (b) Matters Arising

4. **Petition - Save the Tree on the Corner of Beanfield Avenue and Medland Avenue** (Pages 11 - 18)

Report of the Director of Streetscene and Regulatory Services

To consider the above petition currently bearing 167 e-signatures, which is being supported by Councillor Heaven, a Wainbody Ward Councillor who has been invited to the meeting for the consideration of this item, along with the petition organiser.

5. **Binley Cycleway - Scheme Part Approved, Way Forward and Petition Responses** (Pages 19 - 60)

Report of the Director of Transportation and Highways

To also consider a petition concerning 'Stop the Binley Cycleway – Biggin Hall Crescent made exit only'. The petition bearing 160 signatures is being supported by Councillor R Singh, a Lower Stoke Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser

6. **Objections to Proposed Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street** (Pages 61 - 70)

Report of the Director of Transportation and Highways

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

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 71 - 78)

Report of the Director of Transportation and Highways

8. **Outstanding Issues**

There are no outstanding issues

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

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

Private Business

Nil

Julie Newman, Director of Law and Governance, Council House, Coventry

Tuesday, 12 October 2021

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

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

By invitation: Councillors L Bigham, M Heaven (Shadow Cabinet Member) and R Singh

Public Access

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**Liz Knight / Michelle Salmon, Governance Services Officers,
Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk**

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Wednesday, 29 September 2021

Present:

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

Other Member: Councillor G Duggins

Employees:

M Coggins, Streetscene and Regulatory Services
R Goodyer, Traffic Management
R Hammond, Law and Governance
L Knight, Law and Governance
M Wilkinson, Traffic Management

Apologies: Councillor L Bigham, Chair, Communities and
Neighbourhoods Scrutiny Board 4

Public Business

16. Declarations of Interests

There were no disclosable pecuniary interests.

17. Minutes

The minutes of the meeting held on 18th August 2021 were agreed as a true record. There were no matters arising.

18. Petition - Request for Average Speed Cameras or Other Restrictions to Reduce Speed on Lentons Lane

The Cabinet Member considered a report of the Director of Transportation and Highways concerning a petition, bearing 113 signatures, requesting average speed cameras or other restrictions to reduce speed on Lentons Lane. The petition was supported by Councillor G Duggins, a Longford Ward Councillor, who, together with the Petition Organiser, attended the meeting and spoke on behalf of the petitioners.

The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by determination letter. However, before the determination letter was issued, the petition sponsor requested that the issue be considered at a Cabinet Member for City Services meeting.

The report indicated that to ensure available funding was utilised carefully, locations were prioritised according to the number of personal injury collisions

recorded by the Police. Locations where there had been six or more recorded personal injury collisions in the previous three years were considered for inclusion in the safety scheme programme. Where the number of collisions was high and there was a history of speed-related collisions, locations were considered for average speed enforcement. A review of the collision data for Lentons Lane showed that there had been one recorded personal injury collision on the road in the last three years. Therefore, the junction did not meet the safety scheme or average speed enforcement criteria. The request made in the petition for further information on the Community Speed Watch initiative had been forwarded to the Police, who administered the scheme.

In addition to the review of personal injury collision data, a speed survey was also conducted on Lentons Lane in July 2021. This showed a mean weekday speed (the speed used to determine local speed limits) of 26.5mph eastbound and 29.3mph westbound and an 85%ile speed of 34.9mph eastbound and 35mph westbound.

A site inspection also identified that some of the speed limit and chevron signs on Lentons Lane were faded or damaged. Arrangements had been made for the affected signs to be replaced.

The agreed determination letter was to advise that a review of the personal injury collision history for Lentons Lane showed that there had been one personal injury collision recorded by the Police on Lentons Lane in the last three years. Therefore, it did not meet the criteria for inclusion in the safety scheme programme. However, faded and damaged signage on Lentons Lane would be replaced and the petitioners' request for information regarding the Community Speed Watch initiative would be forwarded to the Police.

The cost of road safety measures was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Councillor Duggins expressed support for a Community Speed Watch to be undertaken, requesting that any exercise took place when residents thought the speeding problems were the greatest. He requested that the faded and damaged signs be replaced as soon as possible.

The petition organiser informed the Cabinet Member that the signs were not located in the most appropriate place on the road, since much of the speeding occurred near to the cemetery where the road changed to a country lane. He requested additional signage in this problem area. He raised concerns about the danger of speeding vehicles to pedestrians since many residents walked along the lane. He also referred to incidents when pets were run over.

The Cabinet Member requested that further speed checks be undertaken on the road in the vicinity of the cemetery and the pub.

RESOLVED that the Cabinet Member for City Services:

1) Notes the petitioners' concerns.

- 2) **Endorses the actions which had been agreed to be issued by determination letter to the petition organisers (as detailed in paragraph 1.5 of the report).**
- 3) **Requests that further speed checks be undertaken on Lentons Lane in the vicinity of the cemetery and the pub and that officers give further consideration to the signage along the road.**

19. **Petition - Request for Traffic Calming Along Valley Road up to Blackberry Lane**

The Cabinet Member considered a report of the Director of Transportation and Highways concerning a petition, bearing 48 signatures, concerning a request for traffic calming measures along Valley Road up to Blackberry Lane. The petition had been organised by Councillor K Caan, an Upper Stoke Ward Councillor, who was unable to attend the meeting.

The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by a determination letter. On receipt of the determination letter, the petition organiser advised that he wanted the issue to be considered at a future Cabinet Member for City Services meeting.

The report indicated that Councillor Caan had been advised of the Community Speed Watch initiative, a speed monitoring and awareness scheme that was coordinated by the Police and run by a group of local volunteers who used speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. The relevant contact details were provided, should the petitioners wish to get involved in the scheme.

In addition to the review of collision data, a speed survey was also conducted on Valley Road in July 2021. This showed a mean weekday speed (the speed used to determine local speed limits) of 26.7mph northbound and 25mph southbound and an 85%ile speed of 31.3mph northbound and 30.6mph southbound.

The determination letter advised that a review of the personal injury collision history for Valley Road showed that there had been no personal injury collision recorded by the Police on Valley Road in the last three years and therefore that it did not meet the safety scheme criteria.

The cost of introducing road safety measures was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

RESOLVED that the Cabinet Member for City Services:

- 1) **Notes the petitioners' concerns.**
- 2) **Endorses the actions confirmed by determination letter to the petition organisers (as detailed in paragraph 1.5 and 1.6 of the report).**

20. **Petition - New Pedestrian Crossings on Blackberry Lane - Sewall Highway**

The Cabinet Member considered a report of the Director of Transportation and Highways concerning a petition, bearing 63 signatures, concerning a request for the installation of pedestrian crossing facilities at the junction of Blackberry Lane and Sewall Highway. The petition organiser was invited to the meeting but was unable to attend.

The Cabinet Member had considered the petition prior to this meeting and in response to the request made, had requested that the petition was initially dealt with by determination letter. On receipt of the determination letter, the petitioner had requested the issue to be considered at a future Cabinet Member meeting.

The report indicated that there were no plans to upgrade the signals this financial year. To ensure the funding was utilised carefully, personal injury collisions were reported to the police and this aided the Council in its decision making. A review of the collision data at the junction of Blackberry Lane and Sewall Highway showed that there were a total of five personal injury collisions at this junction with one of them involving a pedestrian walking into the side of a vehicle.

On the basis of the collision data and that there were no issues with the equipment or age of the site, no further action was proposed. However, the signal timings would be looked at and amended if appropriate to aid pedestrians crossing the road. Improvement works would be considered at this junction in future years as additional funding may be available by this point. The officer indicated that additional funding opportunities would be continued to be explored.

The determination letter had advised of the outcome of the investigations undertaken in response to the issues raised, as a result of which no further action was proposed.

RESOLVED that the Cabinet Member for City Services:

- 1) **Notes the petitioners' concerns.**
- 2) **Endorses the conclusions of officers' investigations, as confirmed by determination letter to the petition spokesperson, that no further action is proposed.**

21. **Taxi Licensing Matters**

The Cabinet Member considered a report of the Director of Streetscene and Regulatory Services that provided information to assess whether there should be new Pedicab Private Hire Drivers Conditions of Licence, the existing limit on hackney carriage vehicle licences should be dispensed with, and whether Coventry City Council should adopt a unified approach with regard to Group 2 Medicals.

The report proposed to authorise new Pedicab Private Hire Drivers Conditions of Licence to dispense the requirements for a motor vehicle Driving Assessment and the Private Hire Drivers Road Knowledge Test for Private Hire Drivers who were licensed to drive Pedicabs.

Coventry City Council had a set of conditions for a Pedicab Private Hire Vehicle Driver, one of which restricted these vehicles, if licensed, to driving within the inner ring road. If the licensed Pedicab Private Hire Driver subsequently wished to obtain a Private Hire Driver's licence to expand using a motor vehicle outside the ring road then that driver would have had to undertake the current Private Hire Driver Road Knowledge Test and Driving Assessment. The revised Conditions of Licence, with the proposed changes highlighted, were set out in an Appendix to the report, the current Private Hire Conditions of licence were set out in a further Appendix to the report.

The report also proposed to dispense the requirement for the existing limit on the number of hackney carriage vehicle licences at 859 in view of the decreasing demand for hackney carriage vehicle licences.

Since November 2018 the number of hackney carriage vehicles licensed had dropped to 561. An unmet demand survey, required every three years to ensure that there were sufficient vehicles to provide the service required, entailed a cost of just over £10,000 to the licensed trade and in view of the decreasing demand for hackney carriage vehicles to be licensed, there seemed to be no requirement to retain the cap on the numbers of hackney carriage vehicles. All the names on the waiting list were written to and there was currently no waiting list to obtain a hackney carriage vehicle licence.

The report further proposed to approve the new frequency of medical certificates and approve the acceptance of medical certificates for hackney carriage and private hire driver licence applications on templates from other West Midlands authorities within four months of being completed by a medical practitioner.

At the Taxi Licensing Harmonisation Group on 9th July 2021 it was agreed that the frequency of assessment recommended by the DVLA and the Health and Safety Executive should suffice in order to bring harmonisation throughout the West Midlands, remove the bureaucracy of non-transferable certificates proving the same thing, and reducing unnecessary demand on the healthcare sector. Medical certificates would be accepted for applications up to four months after medical examination.

RESOLVED that the Cabinet Member for City Services:

- 1) Authorises new Pedicab Private Hire Drivers Conditions of Licence to dispense the requirements for a motor vehicle Driving Assessment and the Private Hire Drivers Road Knowledge Test for Private Hire Drivers who are licensed to drive Pedicabs (as set out in Appendix A to the report).**
- 2) Agrees to dispense the requirement for the existing limit on the number of hackney carriage vehicle licences at 859 in view of the decreasing demand for hackney carriage vehicle licences.**
- 3) Approves the new frequency of medical certificates and the acceptance of medical certificates for hackney carriage and private hire driver**

licence applications on templates from other West Midlands authorities within four months of being completed by a medical practitioner.

22. Remove Requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability System (LSMS) (which permits the 'turning circle')

The Cabinet Member considered a report of the Director of Streetscene and Regulatory Services that provided information to assess the requirement for Mercedes Vito Taxis to have the Low Speed Manoeuvrability System (LSMS) which the taxi trade had stated was not fit for purpose as it kept breaking down and was difficult and expensive to repair.

Under the Council's Emissions Policy for Hackney Carriage and Private Hire Vehicles all the Mercedes Vito Taxis with the 180-degree turning circle would be phased out during 2024 when their licence expired as there were no current models being produced with the converters, Penso, going into liquidation. In 2024 renewal vehicles would have to be Zero Emission Capable and there was no model with that capability.

The report proposed that Euro 4 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System decommissioned on safety grounds. In addition, that Euro 5 and Euro 6 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System decommissioned where Whitley Depot's MOT testers identify faults. Decommissioning must be undertaken by an approved agent of Mercedes Benz, to return the vehicle back to its original steering design. This policy would apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles which comply with the London Conditions of Fitness of safety. Vehicles already registered would be allowed to continue to be licensed in line with other licensing requirements. Any new Euro 4 Emission Mercedes Vito hackney carriage vehicles would no longer be licensed.

The policy would apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles dispensing in the London Conditions of Fitness, as stipulated above, on the grounds of safety and supply. Any future Euro 4 Emission Mercedes Vito hackney carriage vehicles will no longer be allowed to be licensed.

Decommissioning must be by an approved agent of Mercedes Benz with the replacement of the rear wheel steer trailing arms with original Mercedes Benz rear suspension or trailing arm units (new ones). Disposal of rear steering equipment including the button in the driver's compartment (which should be replaced by a cover plate). Complete disconnection and re-sealing of wiring so it cannot be used again. The vehicle to have a full 4-wheel alignment. That the vehicle proprietor provides the Council with documentary evidence that the work has been carried out as specified above.

Appendices to the report detailed support from Unite and members of the trade to remove the requirement for the turning circle in Mercedes Vito HCVs and to show the cost of replacing the LSMS system.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves that Euro 4 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System decommissioned on safety grounds.
- 2) Approves that Euro 5 and Euro 6 Emission Mercedes Vito hackney carriage vehicles must have the Low Speed Manoeuvrability System (LSMS) decommissioned where Whitley Depot's MOT testers identify faults.
- 3) Approves that decommissioning must be undertaken by an approved agent of Mercedes Benz, to return the vehicle back to its original steering design.
- 4) Agrees that this policy will apply to the current licensed fleet of Mercedes Benz Vito hackney carriage vehicles which comply with the London Conditions of Fitness of safety. Vehicles already registered will be allowed to continue to be licensed in line with other licensing requirements.
- 5) Agrees that any new Euro 4 Emission Mercedes Vito hackney carriage vehicles will no longer be licensed.

23. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.50 pm)

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Cabinet Member for City Services

20th October 2021

Name of Cabinet Member:

Cabinet Member for City Services Councillor P Hetherton

Director Approving Submission of the report:

Director of Streetscene and Regulatory services

Ward(s) affected:

Wainbody

Title: Petition – Save the tree on the corner of Beanfield Avenue and Medland Avenue

Is this a key decision?

No

Executive Summary:

This report responds to a petition containing 167 signatures which was submitted to Coventry City Council in September 21. The petition is supported by Councillor M Heaven, a Wainbody Ward Councillor and requests that the tree on the corner of Beanfield Avenue and Medland Avenue be saved from felling.

The petition reads:

“We the undersigned petition the Council to abandon its plan to remove the three in the aforementioned position. Grounds for removal is a letter from West Midlands Passenger Transport”

The petition provides the following justification:

“We have received a letter from the Council that the last tree in the Beanfield Avenue opposite Medland Avenue is to be cut, as it is deemed hazardous for the passing buses. This tree is opposite the houses numbered 87 and 89 Beanfield Avenue. My wife and I reside in this street.

This tree is no further overhanging into the road than any other tree along the Beanfield Ave. We can provide overhang measurements that compare to a significant number of the trees further up this road. This tree has less span and overhang. The slope of the road near the tree is also so little that the argument for buses tilting towards the tree is unfounded.

The trees in Beanfield Ave are pruned every 5 years by the council to ensure that they do not impede the traffic as well as limiting the tree root system growth. The pruning is now overdue.

The council has proposed to cut the tree and replace it with a small tree. This itself is problematic, removing the tree stump and making the spot good and wide for the root growth of the new tree is pretty complex. Most likely scenario is that in order to avoid damage to surrounding tarmac, workers would remove the stump of the cut tree, (some 45cm in diameter), place the new tree in a small root space surrounded by woody roots of the old tree, thus leaving the tree to wither and die (similar disastrous exercise can visibly seen in the Woodside Ave South).

We understand the background for the letter from the Council. Normally there are no cars parked under this tree and as it is near the T-junction of Beanfield Ave and Medland Ave. Bus drivers naturally pull closer to the curb for the safety against oncoming or corner traffic at this T-junction.

A faster passing bus and may be driving with lesser care and attention could result in the bus coming close to the low rising curb, part mount it and in due course upper deck to scratch part of the upper trunk.

This tree provides strong privacy for our houses right across the street. They date back to pre-war when the houses in the upper half of Beanfield Ave were built. A new tree (if it survives) would take decades to grow and in the meantime environmental and green spaces are further eroded”.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Consider the content of the petition and note the concerns of the petitioners
2. Note the potential options outlined for dealing with the tree
3. Endorse the option of narrowing the carriageway of the road by placing road markings on the edge of the carriageway.

List of Appendices included:

None

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

Title: Petition – Save the tree on the corner of Beanfield Avenue and Medland Avenue

1. Context (or Background):

- 1.1 On the 28 July 2021, the Urban Forestry Officer was notified by Travel West Midlands, that one of their buses had struck a tree on Beanfield Avenue. The tree is a mature pollarded European Lime tree *Tilia x europaea* situated close to number 89 Beanfield Avenue and a bus stop. The tree is pollarded once every 5 years. As the bus was manoeuvring from the stop and around some parked vehicles, it hit the tree. The damage will be dealt with by Travel West Midlands on this occasion, as they determined that the tree was not over the carriageway.
- 1.2 The Urban Forestry Officer assessed the tree and found that the wound on the upper limb indicating the point of impact, is directly over the kerb.
- 1.3 The Design Manual for Roads and Bridges requires that all highways should have a 'Structure Free Zone' of 450mm behind the kerblines, that allows for a high sided vehicle to lean with the camber of the road surface. This defines that the tree in question is within the zone and that we should take action.
- 1.4 It could be said that nearly all trees, particularly those in Beanfield Avenue are within this zone, but it would be unreasonable for the council to remove them all, as most will not cause damage and so there is no expectation or duty to remove them all as part of active maintenance. Only those which we can foresee are going to cause damage or injury require action of some sort. So, when we are notified of a collision incident, we then have to take action, to prevent a similar event occurring. If we fail to take action, this would be seen by any court as negligence.
- 1.5 Many residents have commented on the type of bus that is deployed on the number 9 route that takes in Beanfield Avenue and have requested that this is reverted to the older type of single deck buses that were operated a few years ago. This is a matter for Travel West Midlands and has no effect on this tree and how the city council manages it. The incident has occurred and so we are on notice and need to take action to prevent a negligent situation in the future.

2. Options for dealing with the tree:

- 2.1 Remove and replace the tree. Replacing the tree will cancel out the liability and any possible negligent situation from occurring in the future. The new tree is proposed to be a Norway Maple variety called 'Perfect Upright' full name being *Acer platanoides* Perfect Upright. The crown habit of this variety will provide high level amenity whilst reducing the need for constant pruning away from highway and property.
- 2.2 This option also brings positive urban forestry benefits such as one less tree to be pollarded every 5 years and trunk growth removed annually, therefore reducing our expenditure. It will also increase the species diversity of this road which will help us to work against the risk of tree loss through pests and diseases. We should aim to have a minimum of 5 different species in each road, to prevent widespread tree loss from new and emerging diseases like Ash dieback that is going to kill approx. 95% of all Ash trees. Such a disease on Lime trees would devastate Beanfield Avenue, should we face such a

problem. Working against this risk in all locations, when the opportunity presents itself, should not be avoided.

2.3 Pruning the tree. The part of the tree to be removed, in order that we meet the highway standard of a structure free zone would leave the tree in poor condition and would lead to decay in the main trunk in the coming years. Its appearance would not be 'tree like' and it would still need to be pruned regularly. The amenity value of the tree would be reduced significantly.

2.4 Narrow the carriageway of the road by placing road markings on the edge of the carriageway. This is the recommended option. This option would provide visual warning to drivers, of the presence of the tree on the edge of the carriageway. This option would not completely cancel out the liability that exist after the first damage event, but it demonstrates that we are taking action to prevent a similar event from occurring again. Placing reflectors on the tree may also be considered. The cost of undertaking this work can be met from within existing highway revenue resources.

This option also provides time for the city council to progress the consultation on how the Urban Forest is managed in Coventry.

3. Results of consultation undertaken

3.1 No consultation has taken place on this issue

4. Timetable for implementing this decision

4.1 To be agreed subject to approval and of a recommendation within this report

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

5.1 Financial implications

The cost of undertaking road markings is estimated at £300 to £400 can be met from within Highway service revenue resources.

5.2 Legal implications

There are no legal implications

6. Other implications

None

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

The Councils tree stock is highly valued by the citizens of Coventry and contribute greatly to improving the quality of life to those that live and work in the City, help to improve the environment and provides valuable wildlife habitats.

6.2 How is risk being managed?

Risk will be managed through the existing Place directorate risk profile.

6.3 What is the impact on the organisation?

Continued maintenance of the site and trees will be delivered using existing resources.

6.4 Equality Impact Assessment (EIA)

No equality impact assessments have been undertaken

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

No direct impact

6.6 Implications for partner organisations?

None

Report author(s):

Name and job title: Graham Hood, Head of Streetpride and Greenspace

Directorate: Streetscene and Regulatory Services

Tel and email contact: 024 76972066 graham.hood@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:				
Cath Crosby	Lead Accountant - Business Partnering	Financial Management	6 th Oct 21	6 th Oct 21
Liz Knight	Governance Services Officer	Law and Governance	6 th Oct 21	6 th Oct 21
Julie Newman	City Solicitor and Monitoring Officer Legal Services	Law and Governance	6 th Oct 21	7 th Oct 21
Tim Wetherhill	Urban Forestry Officer,	Street Pride and Green spaces	6 th Oct 21	6 th Oct 21
Names of approvers for submission: (officers and Members)				
Andrew Walster	Director (Streetscene and Regulatory Services)		8 th Oct 21	12 th Oct 21
Colin Knight	Director (Highways and Transportation)		6 th Oct 21	6 th Oct 21
Councillor P Hetherton	Cabinet Member for City services		7 th Oct 21	11 th Oct 21

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Cabinet Member for City Services

20th October 2021

Name of Cabinet Member:

Cabinet Member for City Service – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

St. Michaels, Lower Stoke, Binley & Willenhall, Wyken,

Title:

Binley Cycleway – Scheme part-approval, way forward and petition responses

Is this a key decision?

No – although the scheme covers a number of wards, it is not considered that the impact will be significant

Executive Summary:

Binley Cycleway will be a 6km long segregated cycleway connecting the City Centre with University Hospital Coventry and Warwickshire. It is a regional priority cycle route forming part of the Starley Network.

Consultation for the scheme took part in two phases due to the size and length of the proposals. The first took place in September and October 2020 mainly covering Binley Road and the second in March and April 2021 covering Clifford Bridge Road. The consultation took place online due to Covid-19 restrictions on face to face meetings, but over 10,000 leaflets were delivered informing residents of the consultation.

A petition was received in favour of the proposals and asking for more safe cycle lanes to be built across the city. A second petition was received opposing an element of the proposals around Biggin Hall Crescent junction with Binley Road.

The report is seeking approval to proceed with 75% of the scheme, with the design of the remaining 25% being amended following consultation feedback. This will then be subject to a further public consultation exercise on the amended design.

The scheme is expected to be fully funded from the West Midlands Combined Authority and government grants, a Full Business Case for which is currently going through the relevant assurance framework process.

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Note the first petitioners support and the second petitioners concerns.
- 2) Consider the high quantity and value of feedback received during both phases of public consultation and the amendments to the scheme that have been made as a result.
- 3) Approve the scheme design and the construction of the Cycletrack for the sections of the route between Gulson Road and Brookvale Avenue, and between UHCW and Tesco Clifford Bridge access roundabout.
- 4) Approve the review of scheme design for the section of the route between Brookvale Avenue and Tesco Clifford Bridge Access roundabout, and the holding of a further public consultation on the revised scheme design.
- 5) Note the advertising of Traffic Regulation Orders to enhance the safety of users of the highway and particularly the Cycletrack.

List of Appendices included:

- A - Scheme Details
- B - Binley Cycleway Consultation Summary Report

Background papers:

CCC Cabinet – Draft Coventry Transport Strategy

Other useful documents

WMCA Board – *A Common Approach to Cycling and Walking in the West Midlands*
Sustrans - *Bike Life West Midlands Report*

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: Binley Cycleway – Scheme part-approval, way forward and petition responses

1. Context (or background)

- 1.1 Cycling levels in the city and across the West Midlands are currently significantly below those of many other metropolitan areas and core cities across the UK. The successes these areas have had has not been by chance, but due to a clear and defined ambition to raise cycling levels, and the commitment and will to deliver this change. The biggest barrier to cycling is consistently stated to be ‘fear for safety’. Addressing the safety concerns of existing and potential cyclists has been fundamental to increasing cycling elsewhere. Physically protected infrastructure is the basis for high cycling numbers in places such as the Netherlands, Denmark and Germany.
- 1.2 Cycling has an important role to play in addressing the challenges the city and region face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offers an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars. One in three households in Coventry do not have access to a car. Investment in high quality cycle routes is a priority set out in the draft Coventry Transport Strategy which went to Cabinet earlier this month.
- 1.3 During the West Midlands wide Local Cycling Walking Infrastructure Plan (LCWIP) development process, potential strategic core routes were evaluated and prioritised. A route connecting Coventry University and the city centre with University Hospital Coventry and Warwickshire (UHCW) scored amongst the highest within the West Midlands metropolitan area. Now referred to as Binley Cycleway, this route was developed throughout 2019 and early 2020, with an allocation of funding being made available from the Transforming Cities Fund in December 2019.
- 1.4 Public consultation was held in two phases due to the length of the scheme. The first phase took place in September and October 2020, and the second phase in March and April 2021. Further details are in section 3 of this report.
- 1.5 A petition with 398 e-signatures was received in March 2021 showing support for the new Binley Cycleway and requesting more safe cycle lanes across the city. This petition was responded to earlier in the year.
- 1.6 A second petition was received with 162 signatures requesting Binley Cycleway was stopped so Biggin Hall Crescent was not made exit only. The petition advises: *‘Coventry City Council has released plans for the proposed Binley Cycleway. The plans propose Biggin Hall Crescent junction to be signalised and made egress only. As vehicles will not be able to gain access to Harris Road this will negatively affect my regular trading and custom. This petition will be included in a letter addressed to Coventry City Council requesting they do not prevent vehicular access. Thank you very much for your support.’*
- 1.7 Detailed design for some sections of the scheme is well underway. This has enabled many ‘unknowns’ to be investigated and project risks to be reduced enough to produce a Full Business Case (FBC). The FBC was submitted to the West Midlands Combined Authority (WMCA) in August to secure the budget for the full scheme. This is currently going through the final stages of the WMCA assurance framework and is expected to be approved in October 2021.

1.8 The Binley Cycleway proposes the continuance from Coundon Cycleway of the step-change in the quality of cycling infrastructure in Coventry. It will provide a physically separated space within the highway protected from motor traffic and away from pedestrians. It will be safe, coherent, direct, comfortable and attractive, which are the core design principles for high quality cycling infrastructure required to encourage people to switch modes and cycle for some journeys.

2. Options considered and recommended proposal

2.1 As part of the scheme development process in 2019 and early 2020, officers considered options around the alignment of the cycleway and how it could be positioned within the extents of the current highway. This included how the cycleway might operate on either side of the road. Highway safety aspects along with traffic flow data, trees, parking, green space and private accesses were considered in developing the alignment and proposals in the public consultation.

2.2 As a result of feedback from residents and stakeholders, minor alterations and improvements have been made to the scheme design along the length of the proposed route. These amendments are listed in Appendix B to this report for the sections of route seeking approval. One section in the middle of the route has more significant design issues that require addressing and this section and will be subject to further consultation.

2.3 The Cabinet Member for City Services is recommended to approve the revised post-consultation scheme for the sections of the route between Gulson Road and Brookvale Avenue, and between UHCW and Tesco Clifford Bridge access roundabout. Following the consultations, the section between Brookvale Avenue and Tesco access roundabout will require a further design review and the amended design will be re-consulted on in early 2022. The scheme details are shown in Appendix A.

2.4 As with any proposed changes to the public highway, not everybody who responded to the consultation was in favour of the scheme. Whilst the majority of respondents to both consultations were in favour of the scheme, 18% of respondents to the phase 1 consultation and 30% of those responding to the phase 2 consultation were opposed to the scheme. Many of the technical issues or concerns raised relating to the phase 1 scheme can be accommodated through the detailed design process, but those with very specific and localised concerns in the phase 2 scheme will require slightly bigger amendments. These will be addressed where possible in revised proposals to be re-consulted on next year.

2.5 The scheme proposes changes in the general traffic management around Stoke Green. The existing right turn ban from Binley Road into Bull's Head Lane will be lifted and the right turn from Biggin Hall Crescent into Binley Road will be better and more safely accommodated through signalisation of the junction. For this layout to work satisfactorily in traffic capacity terms, and for the traffic signals to link and co-ordinate well with those on Church Lane 125m away, the movements into Biggin Hall Crescent are proposed to be banned. It is this aspect of the proposals that are the subject of the petition. Motorists turning left into Biggin Hall Crescent would have to travel between 225m and 850m further and go via Bull's Head Lane. Conversely, motorists usually turning right into Biggin Hall Crescent, who going forward will be able to turn right into Bulls Head Lane could reduce their journey length by up to 550m.

3. Results of consultation undertaken

3.1 The consultation was undertaken in two parts due to the size of the scheme. Phase 1 covered Gulson Road up to Brinklow Road and took place between 28th September and

31st October 2020. Phase 2 covered Brinklow Road to UHCW and took place between 1st March and 18th April. Both phases were online with a questionnaire accompanied by downloadable plans.

- 3.2 Phase 1 included delivery of 6,000 'street news' leaflets showing the route plan, artists impressions, some of the key aspects and web addresses to locate the online plans and survey. 76% of respondents stated that they supported the idea of segregated cycleways like this. The most common response was that people would like to see this go further and reach more destinations. The biggest concerns were how this might affect traffic congestion, parking concerns and the local economy. On street parking and traffic capacity are not affected in this section of the proposals. People were asked if they cycle and those that answered no were asked a follow up question of why they do not cycle. The biggest reason given was that it is not safe cycling on the road with traffic. These findings are consistent with nearly all surveys undertaken across the country asking the same question. Phase 1 proposals stopped short of the city centre and the survey asked which destinations we should take cycling infrastructure to within the city centre.
- 3.3 Phase 2 included delivery of 4,500 'street news' leaflets showing the route plan, artists impressions and web addresses to locate the online plans and survey. This phase mainly took place during the third lockdown. As restrictions started to ease the consultation period was extended to enable some socially distanced on-street engagement to take place on Clifford Bridge Road, once it was legal to do so. Although this wasn't advertised or formal, there was a very good turnout allowing valuable and detailed feedback to be received.
- 3.4 62% of respondents in phase 2 supported the idea of segregated cycleways. The biggest positive comments were that they'd like to see it go further and connect to more locations. The biggest concerns were around reduction in on-street parking on Clifford Bridge Road, narrowing of Clifford Bridge Road and that safety of the road is a concern in general. There were lots of detailed comments that can in many cases be addressed. It is recommended that, for this section of the route, those amendments that are possible are drawn up and a further consultation period take place.
- 3.5 A consultation summary report is included in Appendix B.

4. Timetable for implementing this decision

- 4.1 Approving the scheme (in part) will exercise powers under section 65 of the Highways Act 1980 to create a Cycletrack. Traffic Regulation Orders will be advertised that will enhance the safety of users of the Cycletrack and the rest of the highway. Following the completion of the detailed design process, the scheme will start on-site investigatory works in late autumn with full construction starting in January 2022.
- 4.2 The section not being approved at this stage will be brought back to seek approval following the further consultation period, analysis of feedback and any subsequent amendments.

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

5.1 Financial implications

The development stage and delivery of the Binley Cycleway scheme is estimated to cost in the region of £8.6m, all of which will be capital grant funded as per the table below:

Scheme Stage	Grant	Status	£
--------------	-------	--------	---

DEVELOPMENT STAGE	Transforming Cities Fund (WMCA)	Secure	250,000
	ITB Scheme Development (CCC)	Secure	25,000
DELIVERY	Transforming Cities Fund (WMCA)	Secure	5,000,000
	Active Travel Fund Tranche 2 (WMCA)	Secure	583,000
	Active Travel Fund Tranche 3 (WMCA)	Bid Stage	2,700,000
	ITB Scheme Development (CCC)	Secure	36,000
Total Grant Funding Secured			5,894,000
Total Grant Funding Sought			8,594,000

The largest funding contribution is from the Transforming Cities Fund which is secure, along with the Active Travel Fund tranche 2. The £2.7m Active Travel Fund tranche 3 element is not as yet secure, but is currently being considered by WMCA following the submission of a Full Business Case by the council. Once approved by WMCA, this will be taken to a future meeting of the Council for acceptance and to include in the five year capital programme. The combined cost estimates and funding of £8.6m includes contingency considered by transport officers to be sufficient to deliver the whole scheme, including the technical re-design changes required following the public consultation.

The scheme is being delivered in sections by the DLO and its sub-contractors and spend profiles will be monitored throughout. In the unlikely event of a shortfall, options to value engineer will be sought.

There are no additional revenue implications of the scheme as the plans will reduce the area of carriageway through reallocation of road space within the public highway. Cycleways are significantly cheaper to maintain than carriageways over their lifetime because wear and tear is directly related to vehicle loading. The scheme will also resurface parts of the existing carriageway and replace traffic signals with new installations. This effectively resets the maintenance cycle back to its lowest cost point.

The potential future amendments to the scheme design in response to the future consultation should not affect the budget required to deliver the scheme. There are therefore no additional financial implications for the Council arising from the recommendations of this report.

5.2 Legal implications

The Council in its capacity of Highway Authority and pursuant to S.65 Highways Act 1980, may in or by the side of a highway maintainable at the public expense construct a cycle track which forms part of the highway.

Those Traffic Regulation Orders referred to in this report may be advertised pursuant to existing delegated powers in favour of the Director of Transportation and Highways and made pursuant to powers contained in the Road Traffic Regulation Act 1984

6. Other implications

Any other specific 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 health and wellbeing by improving air quality through the reduction in traffic generated emissions.
- creating an attractive, cleaner and greener city by providing improved cycle routes, better public realm and more greenery on key routes into the City, and;
- making the city more accessible for businesses, visitors and local people through increasing mode choice.

6.2 How is risk being managed?

There are inevitably a mixture of risks associated with such an infrastructure project. Some of the main risks are securing the statutory approvals to implement the scheme, the unknown effects on utility providers' apparatus once the ground is opened, the cost of construction increasing due to external market factors like material costs or plant hire costs, a prolonged bout of inclement weather would affect the programme for delivery and the ongoing impacts of the Covid 19 virus. Learning will be carried forward from the Coundon Cycleway Cycle Route scheme which is nearing completion, as many of the delivery risks encountered will be common to the Binley scheme.

A dedicated scheme project manager and programme manager will control these risks on a day to day basis. The risks are overseen by a dedicated multi-disciplinary project team that reports to the Strategic Transport Board.

Construction will be principally undertaken by the council's Direct Labour Organisation. Specialist support will be provided by Balfour Beatty for electrical works and works at height, and by Siemens for traffic signal installation and commissioning. Both of these companies are already in contract with the council. Additional civil engineering gangs are available to the DLO via a framework of subcontractors.

6.3 What is the impact on the organisation?

There is no impact on the organisation, as all resources required to deliver the scheme will be funded through the grants received from government and WMCA.

6.4 Equality Impact Assessment (EIA)

An Equality Impact Assessment has been prepared for the Binley Cycleway. This identifies the scheme, by having a beneficial impact on air quality and levels of personal activity, will have a beneficial impact upon those groups of the community who are particularly vulnerable to respiratory disease, such as children and younger people, elderly people, disabled people, people from black and ethnic minority background, and women who are pregnant. New cyclists will benefit from an increase in personal activity which helps combat the health issues associated with inactive lifestyles. The increase in accessibility improves access to economic and social opportunities for households without access to a car.

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

The scheme will lead to an increase in cycle use as a mode of transport which will reduce car use. This will reduce the emissions generated by road transport, supporting the Climate Change Strategy and improve local air quality. A reduction in impermeable surface

area and increase in trees and hedges will also benefit drainage and the discharge rate into natural watercourses.

6.6 Implications for partner organisations?

The scheme will result in improved air quality and levels of activity and provide improved infrastructure for people to walk and cycle. The scheme will also upgrade some bus stop infrastructure benefiting TfWM and bus passengers along the route.

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Richard Smith	Cycling Advisor	Transport and Highways	04/10/21	05/10/21
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Names of approvers for submission: (officers and members)				
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Councillor Patricia Hetherton	Cabinet Member for City Services	Members	08/10/21	11/10/21

This report is published on the council's website:

www.coventry.gov.uk/councilmeetings

Appendices

Appendix A - Scheme Details

Scheme Drawings

1516/CCC/500 - Overview Plan

1516/CCC/501 - General Layout, Sheet 1

1516/CCC/502 - General Layout, Sheet 2

1516/CCC/503 - General Layout, Sheet 3

1516/CCC/504 - General Layout, Sheet 4

1516/CCC/505 - General Layout, Sheet 5

1516/CCC/506 - General Layout, Sheet 6

1516/CCC/507 - General Layout, Sheet 7

1516/CCC/508 - General Layout, Sheet 8

1516/CCC/509 - General Layout, Sheet 9

1516/CCC/510 - General Layout, Sheet 10

1516/CCC/511 - General Layout, Sheet 11

1516/CCC/512 - General Layout, Sheet 12

1516/CCC/527 - General Layout, Sheet A

1516/CCC/526 - General Layout, Sheet B

1516/CCC/525 - General Layout, Sheet C

1516/CCC/524 - General Layout, Sheet D

1516/CCC/523 - General Layout, Sheet E

BINLEY CYCLEWAY

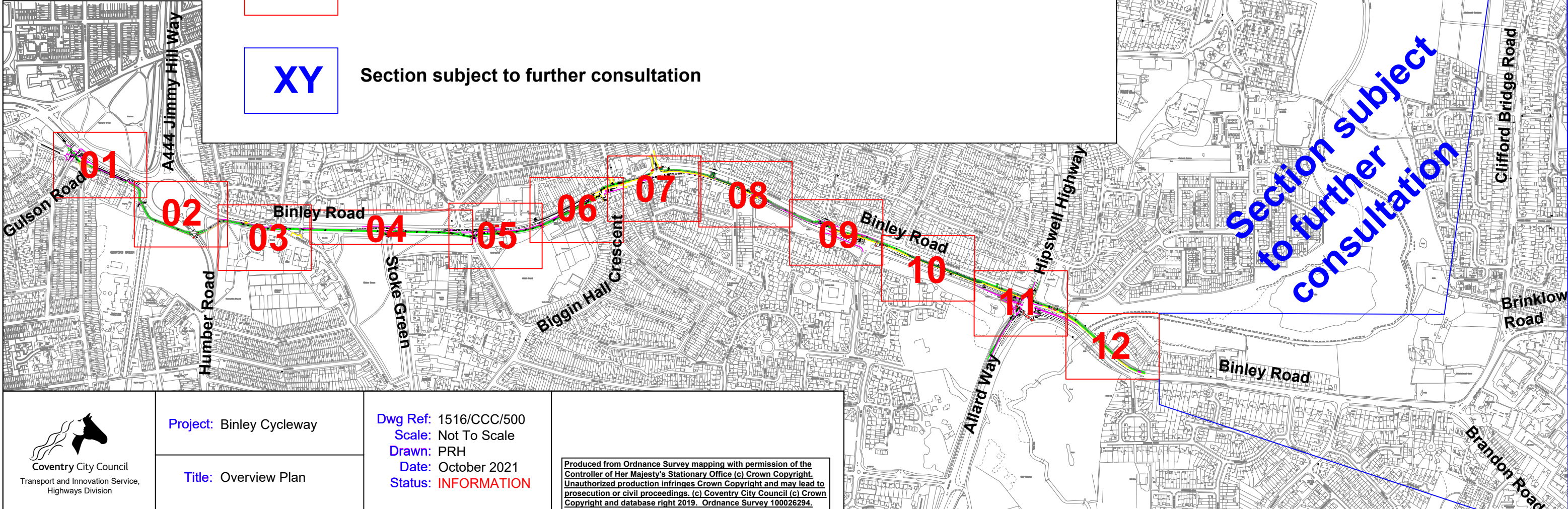
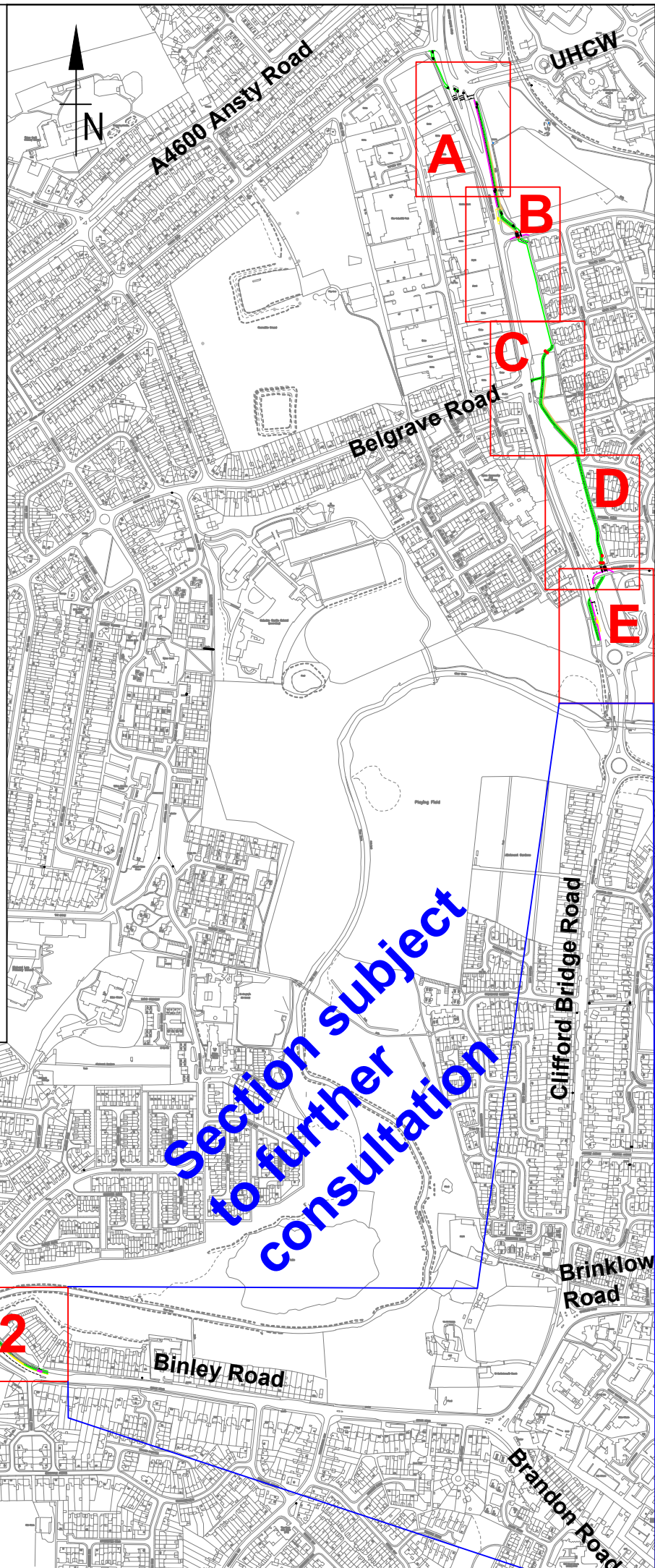
Cabinet Member Report
 Binley Cycleway - Scheme part-approval, way forward and petition responses
 Appendix A - Scheme Details

YX

Section being approved in this report

XY

Section subject to further consultation

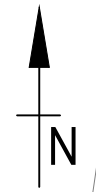


Project: Binley Cycleway

Title: Overview Plan

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Date: October 2021
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New banned left from Gulson Road into Sky Blue Way

Controlled crossing upgraded to Toucan to allow cycle access to Gosford Green

Cycleway controlled within new traffic signal layout









New left turn into Binley Road for general traffic

Parking replaced with cycleway. Bus lane replaced with parking bay

St. George's Road to have a ramped access and continuous footway treatment. Vehicles accessing and egressing the road must give way to pedestrians and cyclists first

Crossing signals to be upgraded

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking

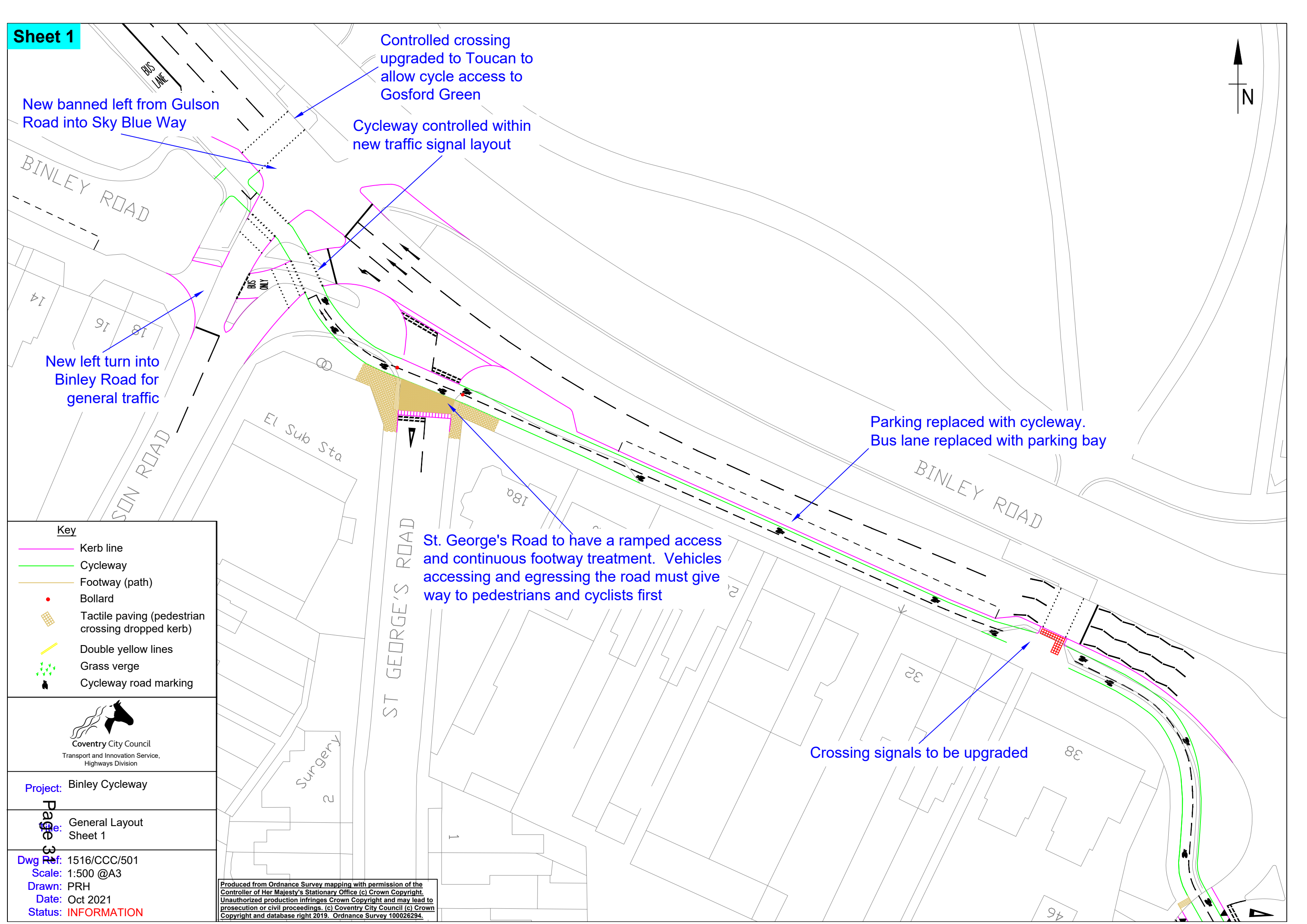


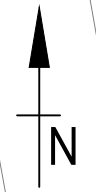
Project: Binley Cycleway

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Cycleway has priority over road

Crossing to be replaced with side by side cycleway and pedestrian crossing. Cycleway signals turn to green when cyclists are detected approaching

Existing path to remain and new widened cycleway to be constructed separated by a kerb

Existing path to become cycleway, new adjacent footway to be constructed

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking

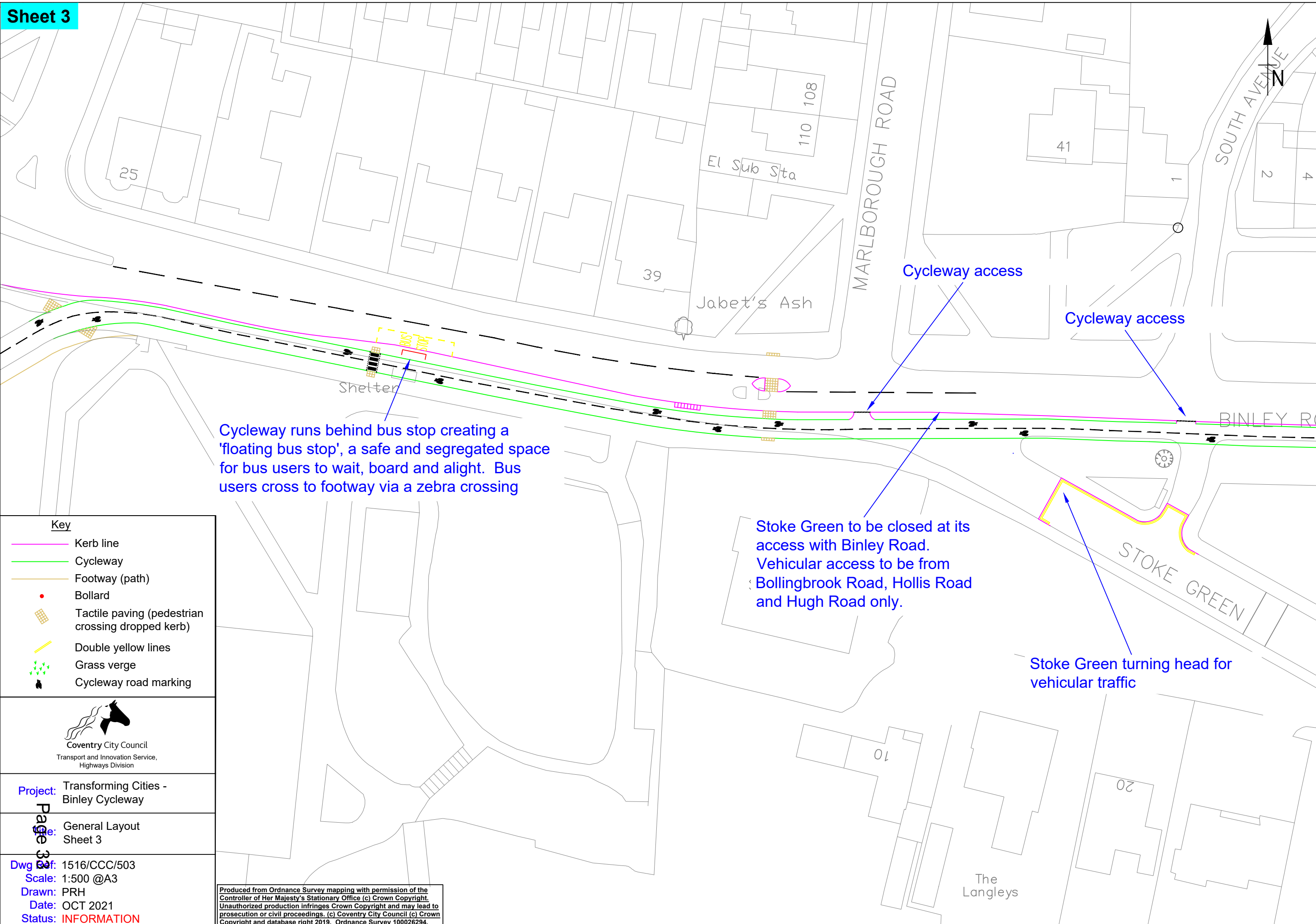
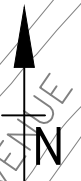


Project: Binley Cycleway

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Cycleway runs behind bus stop creating a 'floating bus stop', a safe and segregated space for bus users to wait, board and alight. Bus users cross to footway via a zebra crossing









Cycleway access

Cycleway access

Stoke Green to be closed at its access with Binley Road. Vehicular access to be from Bollingbrook Road, Hollis Road and Hugh Road only.

Stoke Green turning head for vehicular traffic

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Transforming Cities -
Binley Cycleway

Page 3 of 3
General Layout
Sheet 3

Dwg Ref: 1516/CCC/503

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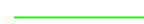






Cycleway created in part from existing hard verge and in part from carriageway narrowing. Hedgerow to be installed between carriageway and cycleway

Parallel crossing (a zebra for pedestrians and cycles) across Stoke Green

EY ROAD

Play Area

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

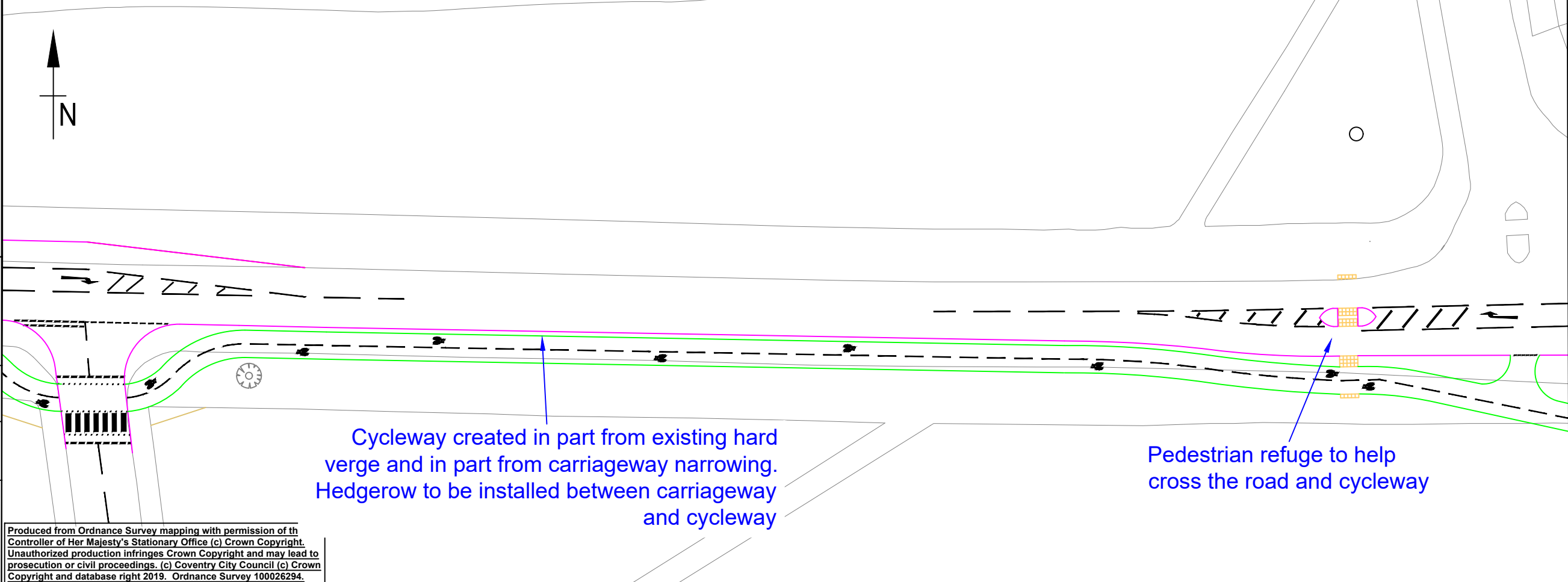
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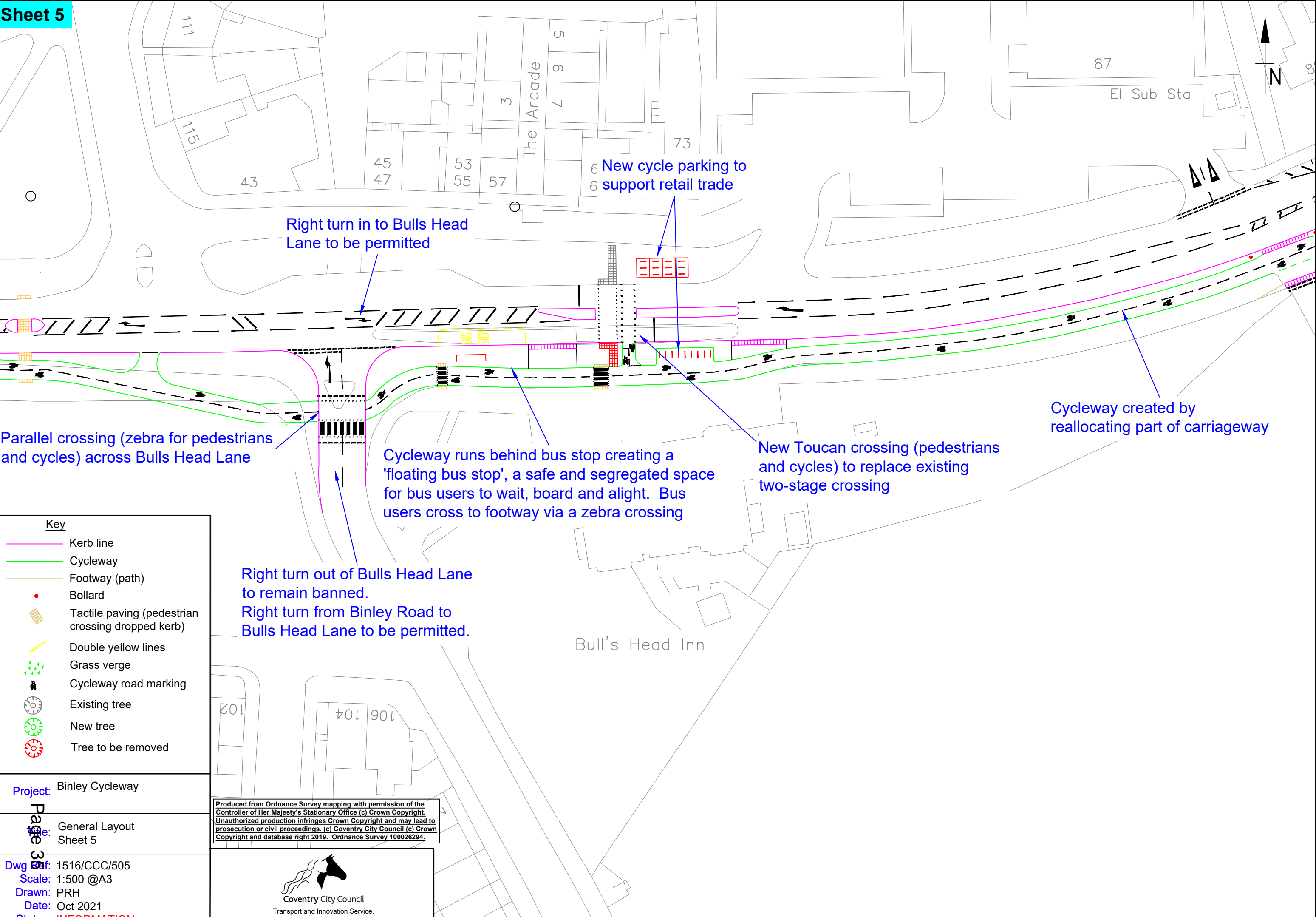
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Cycleway created in part from existing hard verge and in part from carriageway narrowing. Hedgerow to be installed between carriageway and cycleway

Pedestrian refuge to help cross the road and cycleway





New cycle parking to support retail trade

Right turn in to Bulls Head Lane to be permitted

Cycleway created by reallocating part of carriageway

New Toucan crossing (pedestrians and cycles) to replace existing two-stage crossing

Cycleway runs behind bus stop creating a 'floating bus stop', a safe and segregated space for bus users to wait, board and alight. Bus users cross to footway via a zebra crossing

Parallel crossing (zebra for pedestrians and cycles) across Bulls Head Lane

Right turn out of Bulls Head Lane to remain banned.
Right turn from Binley Road to Bulls Head Lane to be permitted.

- Key**
-  Kerb line
 -  Cycleway
 -  Footway (path)
 -  Bollard
 -  Tactile paving (pedestrian crossing dropped kerb)
 -  Double yellow lines
 -  Grass verge
 -  Cycleway road marking
 -  Existing tree
 -  New tree
 -  Tree to be removed

Project: Binley Cycleway

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Title: General Layout Sheet 5

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Vehicular access to Raleigh Road to be closed at Binley Road. Access from Church Lane still permitted, creating a cul-de-sac and removing through traffic.

Cycleway switches from south to north side of Binley Road via traffic signal controlled junction









Biggin Hall Crescent junction to be signalled and made egress only. Vehicular access to be from Bull's Head Lane only (except for cycles)

Vehicles accessing filling station must give way to cycleway first

Cycleway to go between footway and parking bay. Parking will be retained.

Vehicles accessing and egressing sports ground must give way to cycleway first

Vehicles leaving filling station must give way to cycleway first

Key	
	Kerb line
	Cycleway
	Footway (path)
	Bollard
	Tactile paving (pedestrian crossing dropped kerb)
	Double yellow lines
	Grass verge
	Cycleway road marking



Project: Binley Cycleway

Title: General Layout Sheet 6

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HIGH ROAD

CHURCH LANE

CRESCENT AVENUE

Left turn and right turn from Binley Road into Church Lane will be 'held back' while cycleway has a green light.

Pedestrian crossing across Church Lane will be controlled (red man / green man)

Cycleway controlled within new traffic signal layout

Vehicular access to Raleigh Road to be closed at Binley Road. Access from Church Lane still permitted, creating a cul-de-sac and removing through traffic.

Cycleway replaces footway and cycle lane. Pedestrians to walk on Momus Boulevard footway

Pedestrians cross in stages, not controlled by red / green man.

Cycleway runs behind bus stop creating a 'floating bus stop', a safe and segregated space for bus users to wait, board and alight. Bus users cross to footway via a zebra crossing

Key	
	Kerb line
	Cycleway
	Footway (path)
	Bollard
	Tactile paving (pedestrian crossing dropped kerb)
	Double yellow lines
	Grass verge
	Cycleway road marking

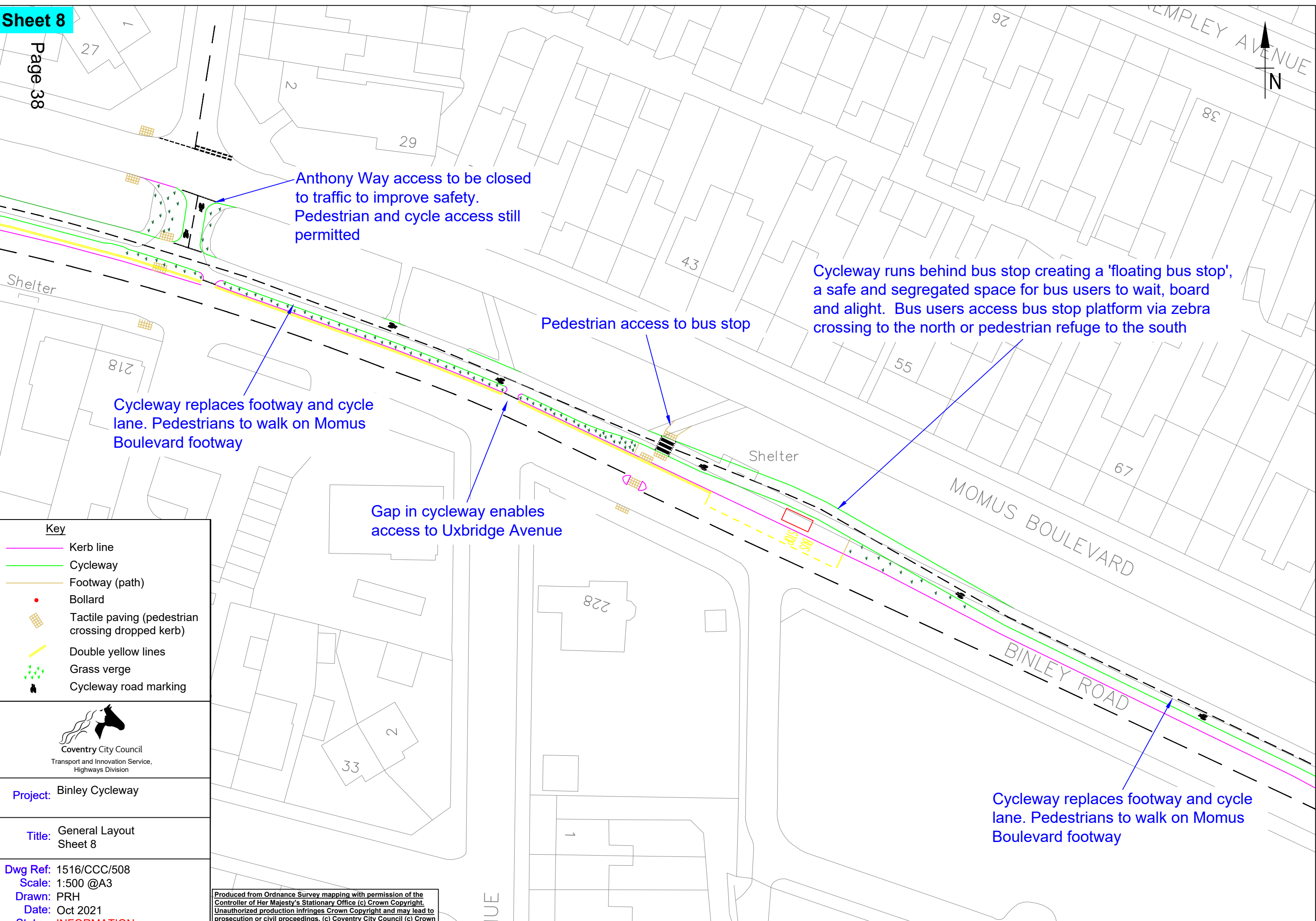


Project: Binley Cycleway









Title: General Layout Sheet 7

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Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking



Project: Binley Cycleway

Title: General Layout Sheet 8

Dwg Ref: 1516/CCC/508
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Traffic entering and exiting Bromleigh Drive to be separated enabling vehicles to give way to the cycleway in both directions

Cycleway replaces footway and cycle lane. Pedestrians to walk on Momus Boulevard footway

Cycleway to run behind bus stop creating a 'floating bus stop'










Cycleway bypasses signal controlled junction in both directions

Pedestrian crossing of Binley Road, Cycleway and Momus Boulevard with refuge islands

Section of footway to be widened and converted into Shared Use pedestrian and cycles enabling access from Brindle Avenue

Pedestrian crossing re-positioned closer to bus stop

Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

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General Layout
Sheet 9

Dwg No: 1516/CCC/509

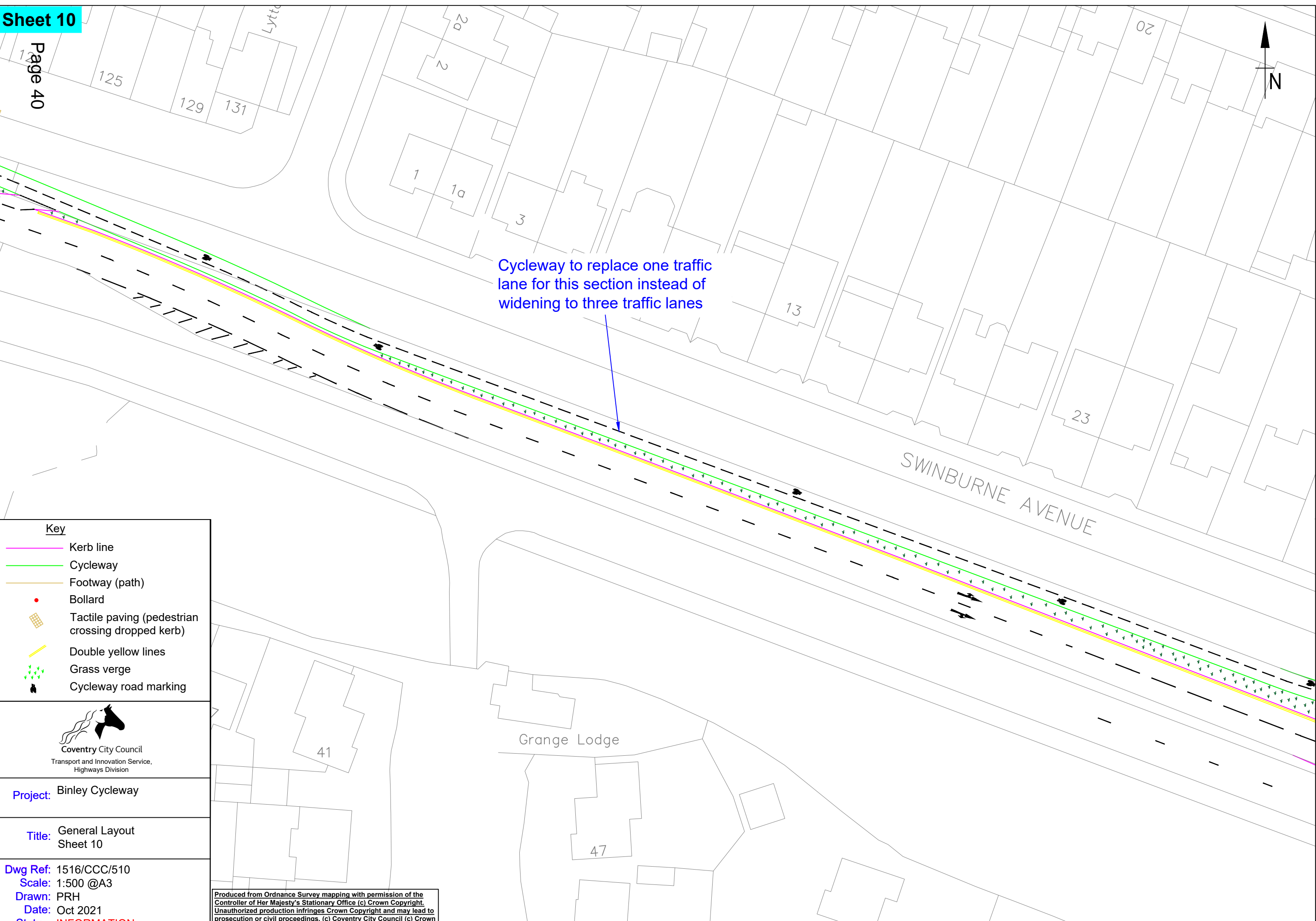
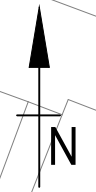
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Date: Oct 2021

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Cycleway to replace one traffic lane for this section instead of widening to three traffic lanes

SWINBURNE AVENUE

Grange Lodge

- Key**
-  Kerb line
 -  Cycleway
 -  Footway (path)
 -  Bollard
 -  Tactile paving (pedestrian crossing dropped kerb)
 -  Double yellow lines
 -  Grass verge
 -  Cycleway road marking



Project: Binley Cycleway

Title: General Layout Sheet 10

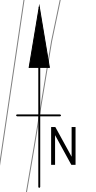
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Date: Oct 2021
Status: INFORMATION

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Cycleway to replace grass verge to allow road to widen to three lanes towards junction

Vehicles turning left are controlled separately to those going ahead. This allows the cycleway to be green when the ahead traffic is green, by 'holding the left turn' temporarily, making the junction operate more efficiently. The right turn from opposite side will also be held so there is no conflict of vehicle and cycle movements.

Cycleway spur into Hipswell Highway, enables a future cycleway along Hipswell Highway to tie in to Binley Road cycleway



Junction realigned to allow increased number of traffic lanes on approach to junction









Cycleway runs behind bus stop creating a 'floating bus stop', a safe and segregated space for bus users to wait, board and alight. Bus users cross to footway via a zebra crossing

Pedestrian crossings across Binley Road will be controlled by signals (red man / green man)

Cycleway spur into Allard Way, enables a future cycleway connection to Second Avenue

Pedestrian crossings will be better aligned and controlled by signals (red man / green man)

Junction realigned to enable cycleway to be located on other side of road

- Key**
-  Kerb line
 -  Cycleway
 -  Footway (path)
 -  Bollard
 -  Tactile paving (pedestrian crossing dropped kerb)
 -  Double yellow lines
 -  Grass verge
 -  Cycleway road marking



Project: Transforming Cities - Binley Cycleway

Page: General Layout Sheet 11

Dwg Ref: 1516/CCC/111
Scale: 1:500 @A3
Drawn: PRH
Date: Sept 2020
Status: CONSULTATION


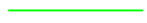






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Cycleway created in part by verge narrowing and in part from realignment of carriageway

Driveway access, vehicles give way to cycleway

Section subject to further consultation

- Key**
-  Kerb line
 -  Cycleway
 -  Footway (path)
 -  Bollard
 -  Tactile paving (pedestrian crossing dropped kerb)
 -  Double yellow lines
 -  Grass verge
 -  Cycleway road marking

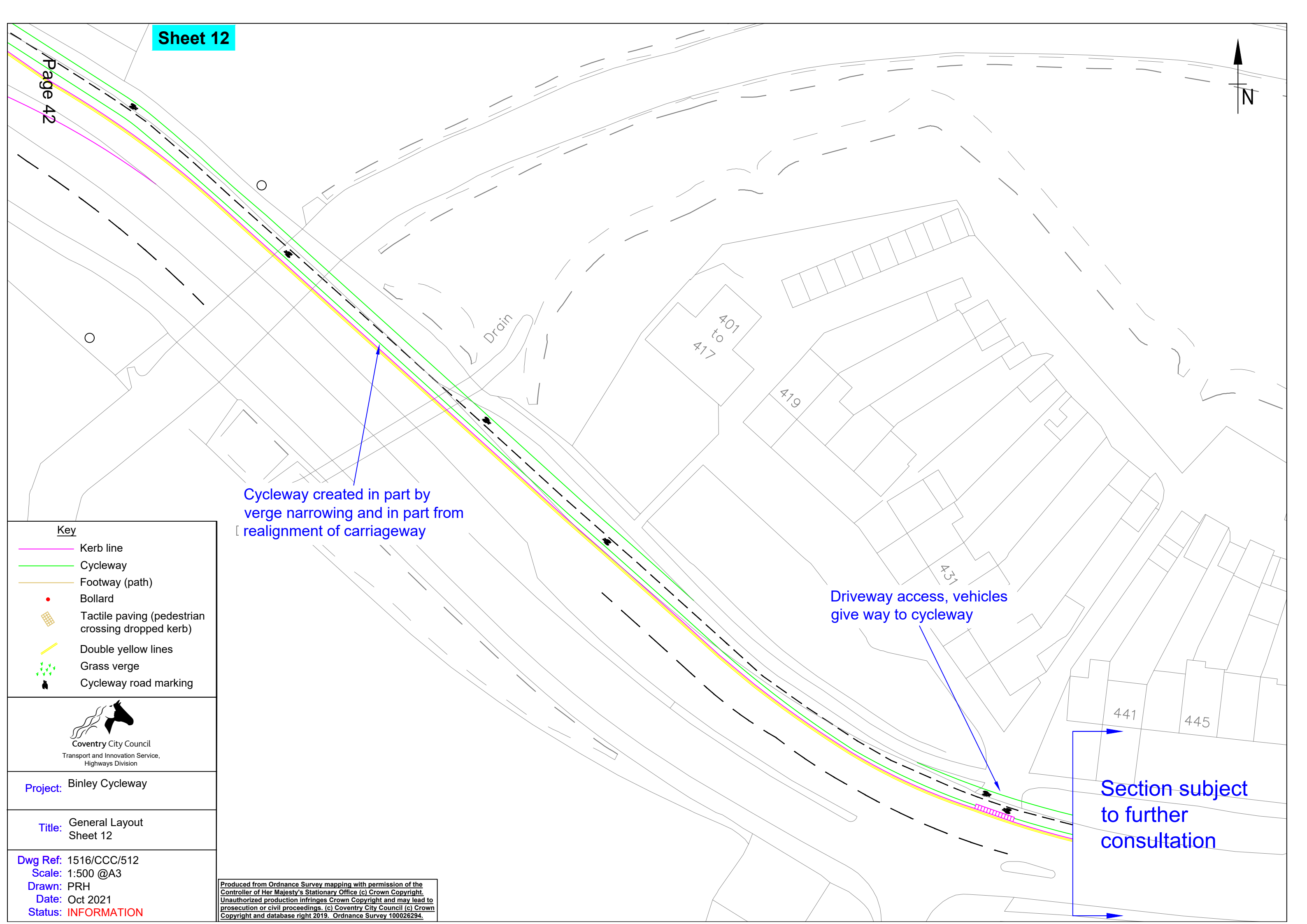


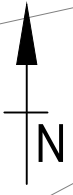
Project: Binley Cycleway

Title: General Layout Sheet 12

Dwg Ref: 1516/CCC/512
Scale: 1:500 @A3
Drawn: PRH
Date: Oct 2021
Status: INFORMATION

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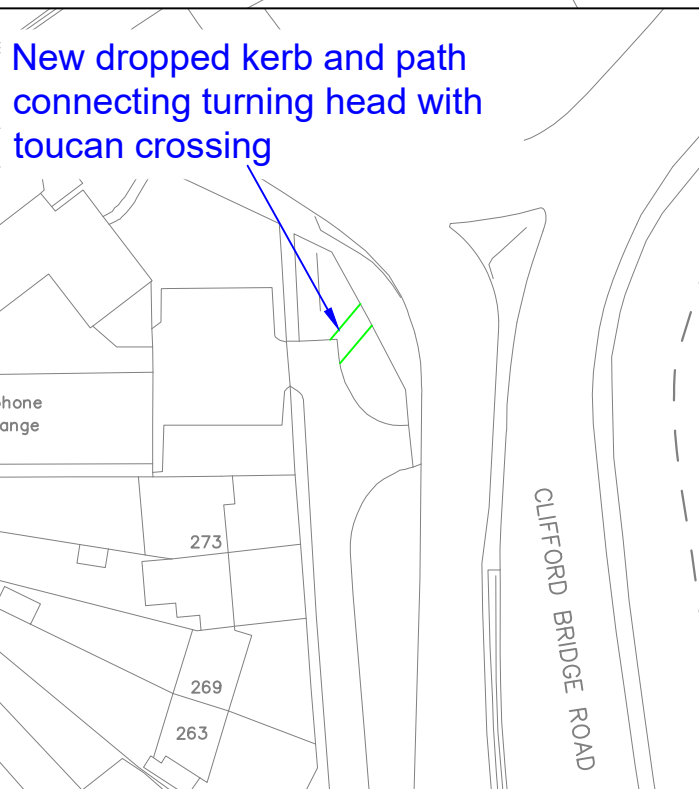


Existing path to be widened and made 'Shared Use' for pedestrians and cycles











Segregated cycle crossing added to junction. pedestrian crossing position to be amended across 'right turn lane'

New dropped kerb and path connecting turning head with toucan crossing

New cycleway to be created in unused road lane



Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

Title: General Layout
Sheet A

Dwg Ref: 1516/CCC/527

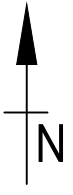
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Date: Oct 2021

Status: INFORMATION

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Court

Shelter

CLIFFORD BRIDGE ROAD

BUS STOP

DORCHESTER WAY

Bus stop to be repositioned closer to Dorchester Way

Cycleway takes the space of existing footway and new footway created by widening onto grassed area











Dorchester Way narrowed and Parallel Crossing (Zebra for people on foot and cycles) to be installed

New cycleway and footpath across existing grassed area

Existing footpath to be widened and covered to Shared Use for pedestrians and cycles. Trees will be protected during construction

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Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

Title: General Layout
Sheet B

Dwg Ref: 1516/CCC/526

Scale: 1:500

Drawn: PRH

Date: Oct 2021

Status: INFORMATION



Existing footpath to be widened and made Shared Use for pedestrians and cycles.

Trees to be removed

New segregated cycletrack across open space

Cycleway connection into existing traffic signal junction

New segregated cycletrack to run parallel with existing footpath. Footpath to be widened.

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Key

-  Kerb line
-  Cycleway
-  Footway (path)
-  Bollard
-  Tactile paving (pedestrian crossing dropped kerb)
-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

Title: General Layout
Sheet C

Dwg Ref: 1516/CCC/525
Scale: 1:500 @A3
Drawn: PRH
Date: Oct 2021
Status: INFORMATION

CLIFFORD BRIDGE ROAD

FRAMPTON













New segregated cycletrack to run parallel with existing footpath

2 or 3 trees to be removed. A high quality replacement planting scheme will be installed in this area.

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Key

-  Kerb line
-  Cycleway
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-  Bollard
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-  Double yellow lines
-  Grass verge
-  Cycleway road marking
-  Tree to be removed
-  New tree to be planted



Coventry City Council
Transport and Innovation Service,
Highways Division

Project: Binley Cycleway

Title: General Layout
Sheet D

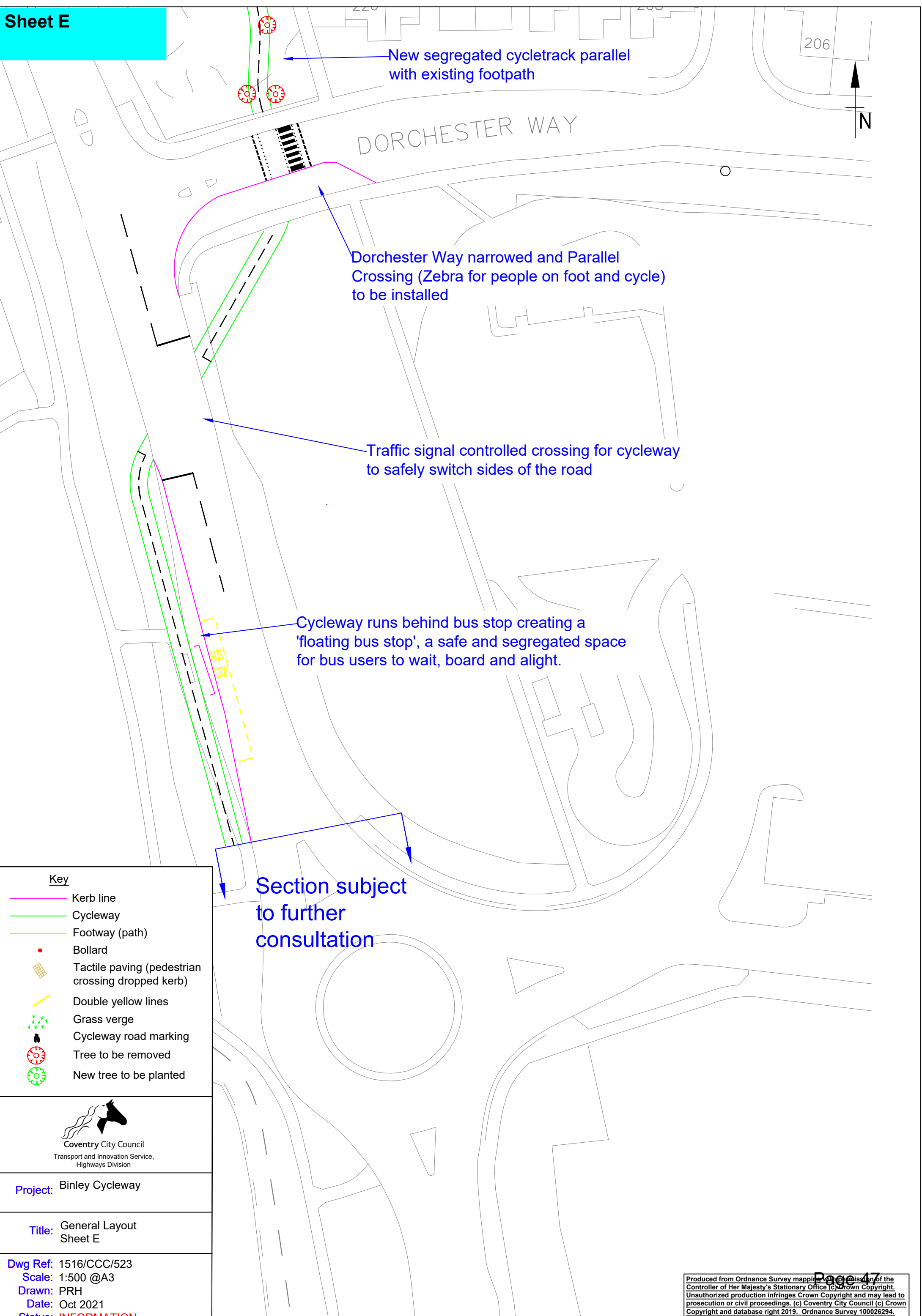
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Date: Oct 2021

Status: INFORMATION



New segregated cycletrack parallel with existing footpath

Dorchester Way narrowed and Parallel Crossing (Zebra for people on foot and cycle) to be installed

Traffic signal controlled crossing for cycleway to safely switch sides of the road

Cycleway runs behind bus stop creating a 'floating bus stop', a safe and segregated space for bus users to wait, board and alight.

Section subject to further consultation

- Key**
- Kerb line
 - Cycleway
 - Footway (path)
 - Bollard
 - Tactile paving (pedestrian crossing dropped kerb)
 - Double yellow lines
 - Grass verge
 - Cycleway road marking
 - Tree to be removed
 - New tree to be planted



Project: Binley Cycleway

Title: General Layout Sheet E

Dwg Ref: 1516/CCC/523
Scale: 1:500 @A3
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Date: Oct 2021
Status: INFORMATION

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Coventry City Council

Binley Cycleway Consultation Summary Report

This report forms Appendix B for Cabinet Member Report - 'Binley Cycleway – Scheme part-approval, way forward and petition responses'

Consultation methodology

Consultation for the scheme was broken down into two phases due to its size and complexities. The first phase ran from Monday 28th Sept to Saturday 31st October 2020 and covered from Gulson Road to Brinklow Road. The second phase ran from Monday 1st March to Sunday 4th April 2021 but was then extended to Sunday 18th April to allow further engagement.

The consultations were online on the council's 'Lets Talk' platform. This held information about the proposals, artists' impressions, downloadable plans at 1:500 scale and a survey for responses. There was also a scheme email address BinleyCycleway@coventry.gov.uk and phone number provided for people to feed back to. 10,500 Street News leaflets would be delivered to properties along and to the side of the route.

Level of engagement

Phase 1 involved 6,000 street news leaflets being delivered. There were 2,200 website hits with over 400 survey responses completed.

Phase 2 involved 4,500 street news leaflets being delivered. There were 1,500 website hits with over 300 survey responses completed. Phase 2 also included an afternoon of on-street engagement following loosening of Covid-19 restrictions although this wasn't formally advertised in advance.

Analysis of feedback

Comments and views from the surveys were collated and broken down by user.

There were 409 total respondents to the survey in phase 1 and 343 responses in phase 2. There was also a significant amount of email responses to phase 2.

Responses to the surveys

Question: Do you support the idea of segregated cycleways like this one?

	Yes	Not Sure	No
Phase 1	76%	6%	18%
Phase 2	62%	8%	30%

These results are broadly in line with national surveys. YouGov research in July 2020 found that the public is overwhelmingly in favour of measures to encourage walking and cycling with 6.5 people supporting changes to their local streets for every 1 person against.

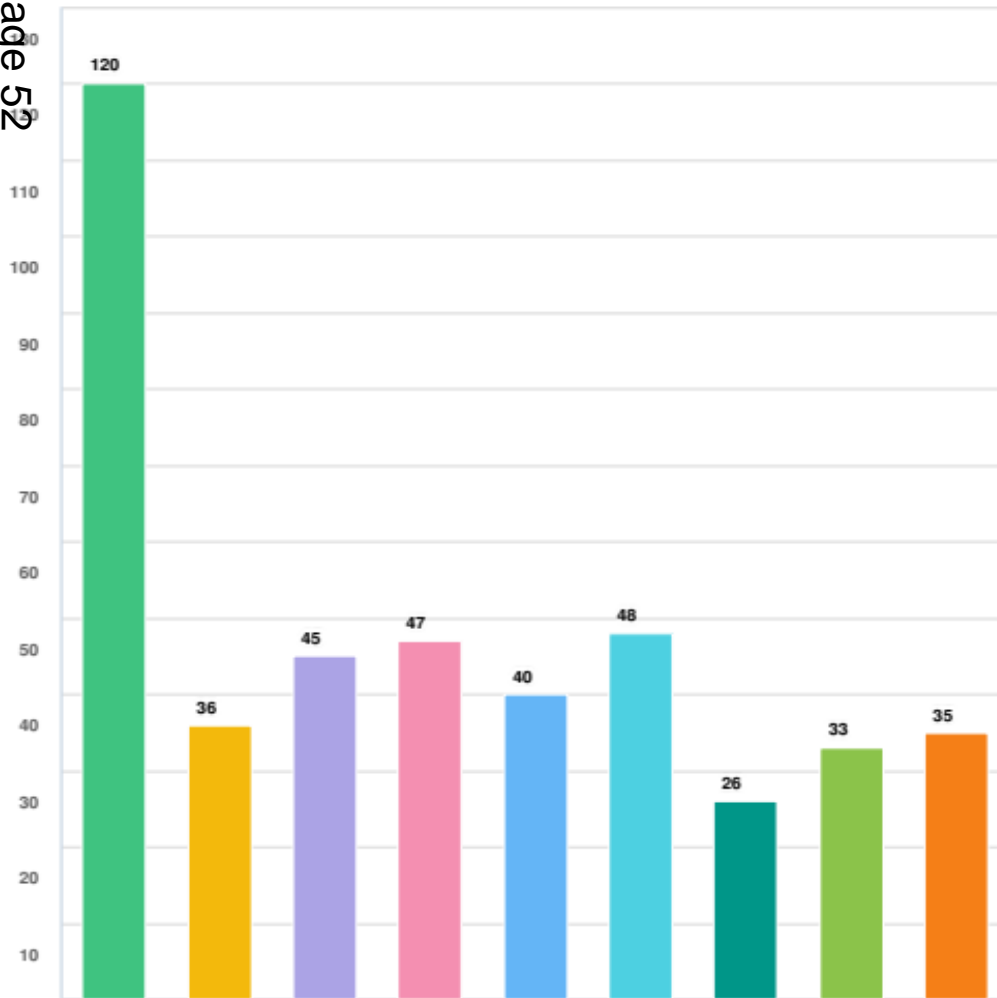
Question: How often do you currently cycle?

	Regularly	Occasionally	Never
Phase 1	45%	30%	25%
Phase 2	40%	30%	30%

Those that answered 'Never' were asked a follow up question.

Follow up Question: Why don't you cycle or cycle more regularly?

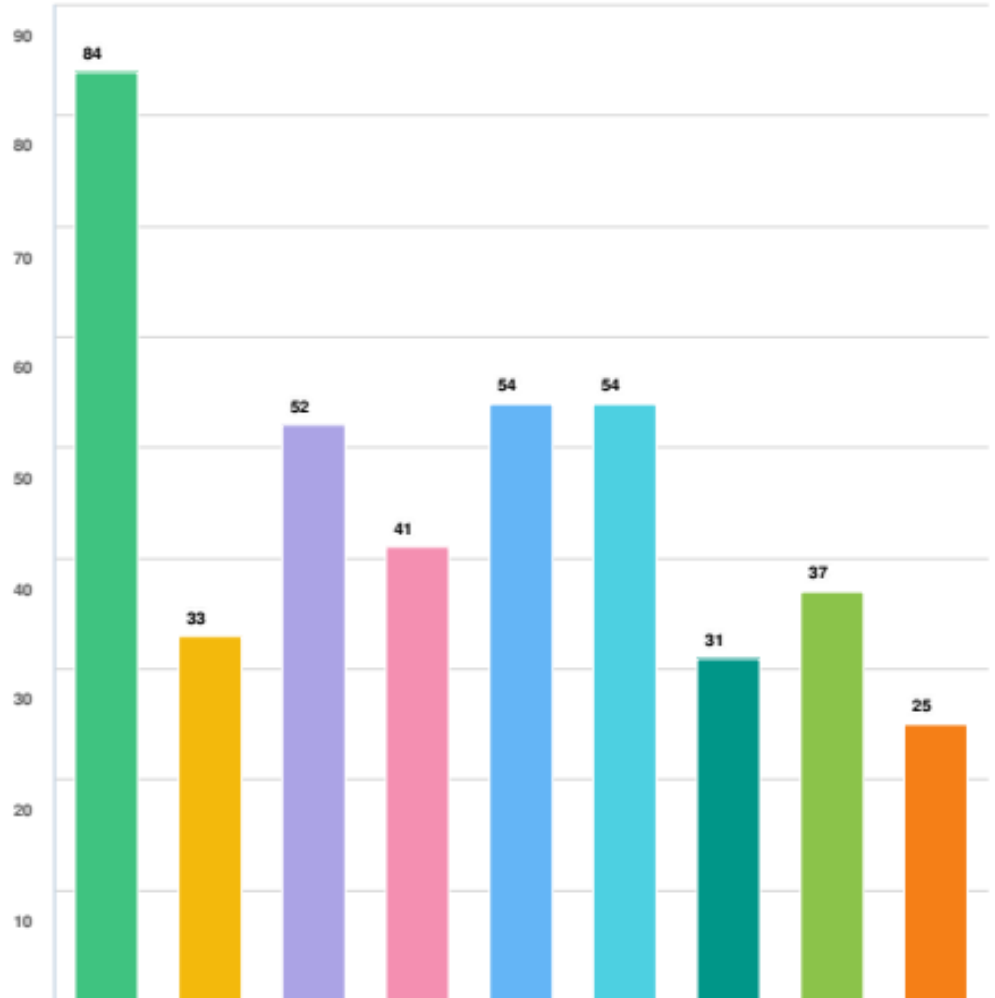
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Question options

- I don't feel safe on the roads
- I don't feel confident enough
- I don't have a bike
- There aren't enough secure places to lock my bike
- The weather puts me off
- My journeys are too far
- Health issues
- I don't enjoy cycling
- Other (please specify)

Phase 1



Question options

- I don't feel safe on the roads
- I don't feel confident enough
- I don't have a bike
- There aren't enough secure places to lock my bike
- The weather puts me off
- My journeys are too far
- Health issues
- I don't enjoy cycling
- Other (please specify)

Phase 2

The biggest reason given by people that do not cycle is that they fear for their safety. This is consistent with most surveys of a similar nature across the country.

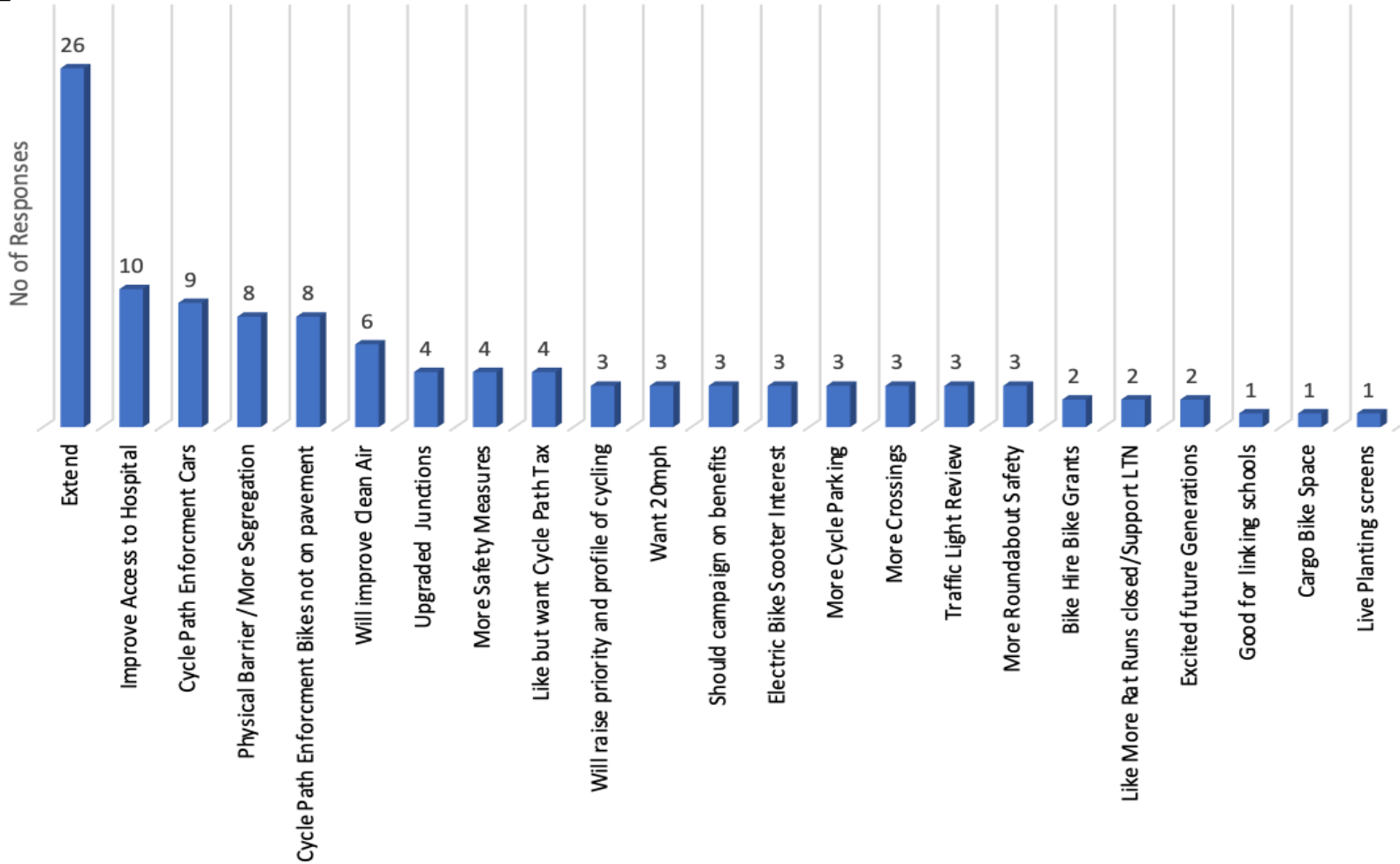
Would you consider cycling/cycle more if there was better infrastructure – for example cycle lanes protected from other traffic, safe cycle parking?

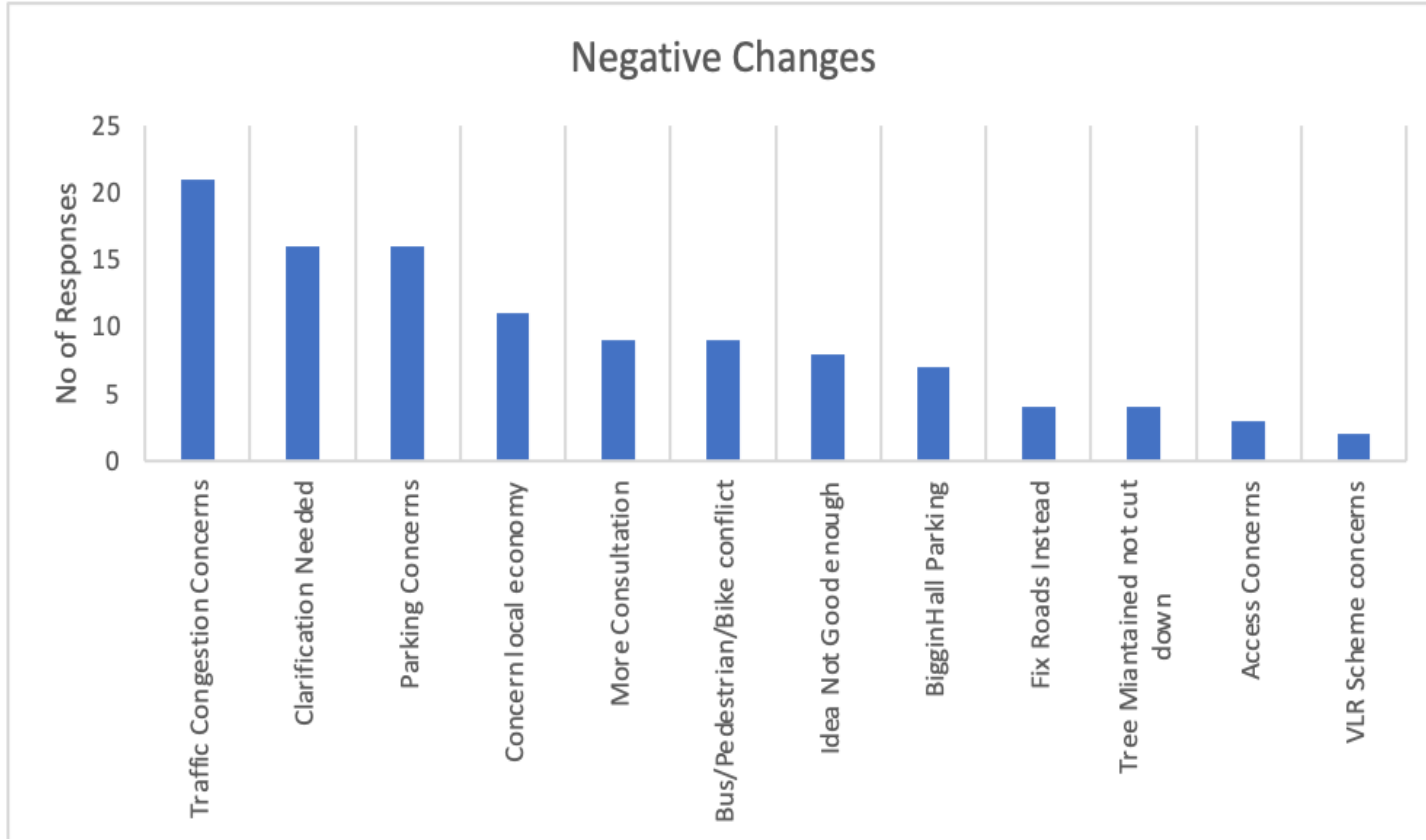
	Yes	Maybe	No
Phase 1	48%	12%	40%
Phase 2	29%	13%	58%

In the national YouGov survey of July 2020, 51% of people stated that they would cycle more if the UK's streets were redesigned to protect pedestrians and cyclists from motorists.

Question: Are there any elements of the planned Binley Cycleway which you think could be improved for people living and/or working near by?

Positive Comments Improvements



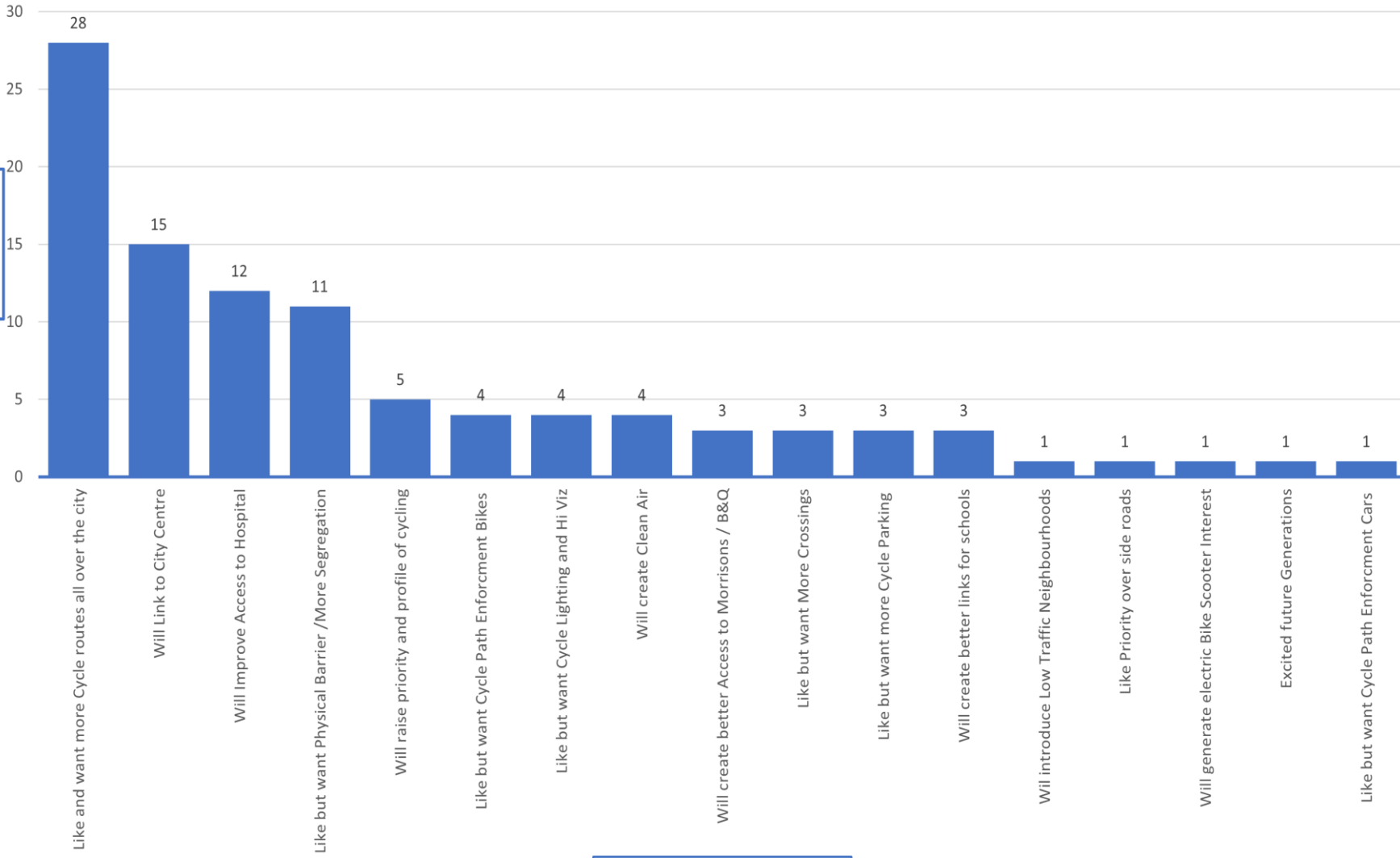


For phase 1, 73% of comments were positive asking to extend the scheme further, go to more destinations, enforce illegal parking and ensure a physical barrier between the cyclists and motorists.

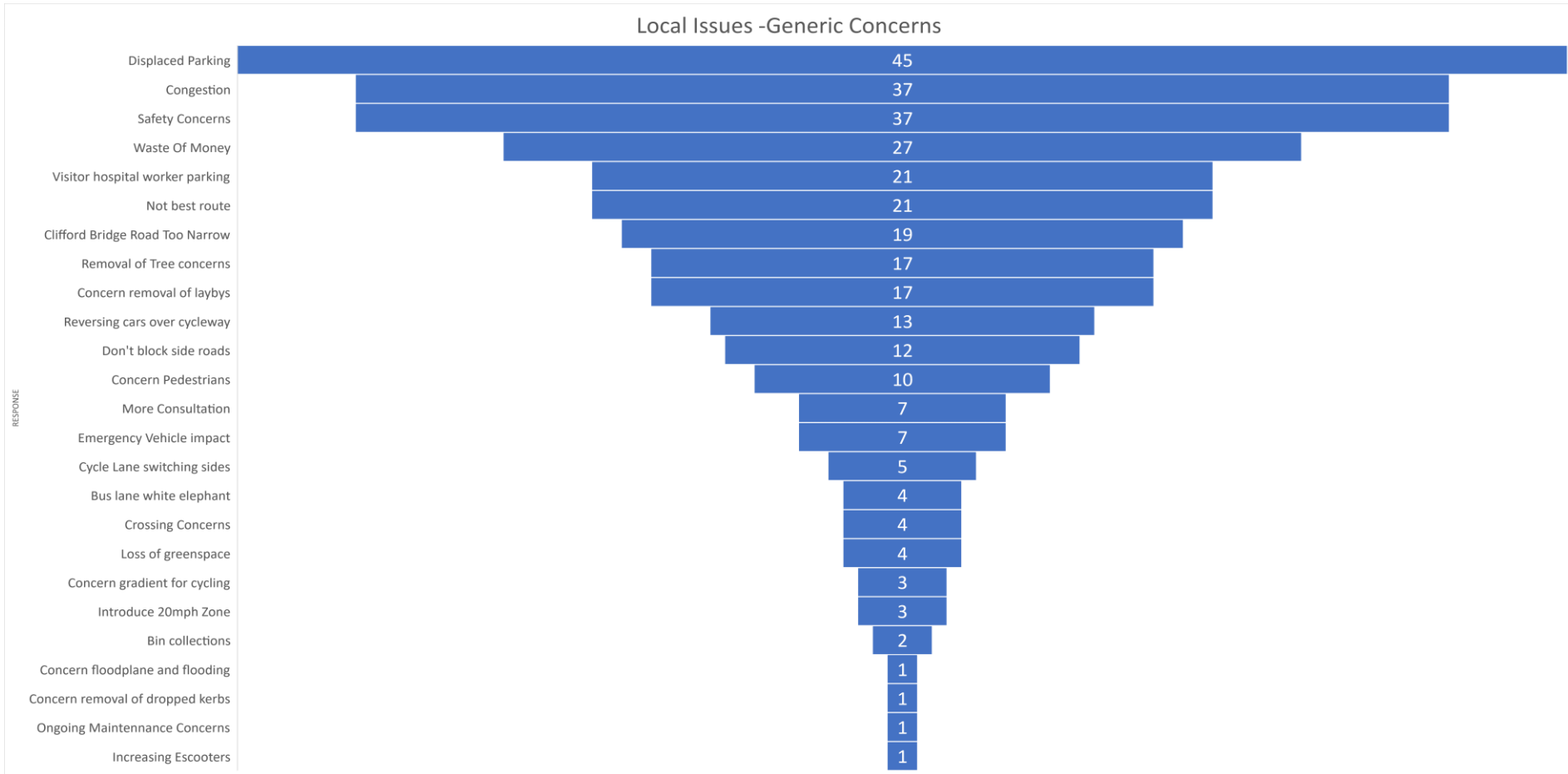
27% of comments were negative with the biggest concerns being the effect on traffic congestion, parking and the local economy.

Improvements Comments

No of Responses



Local Issues -Generic Concerns



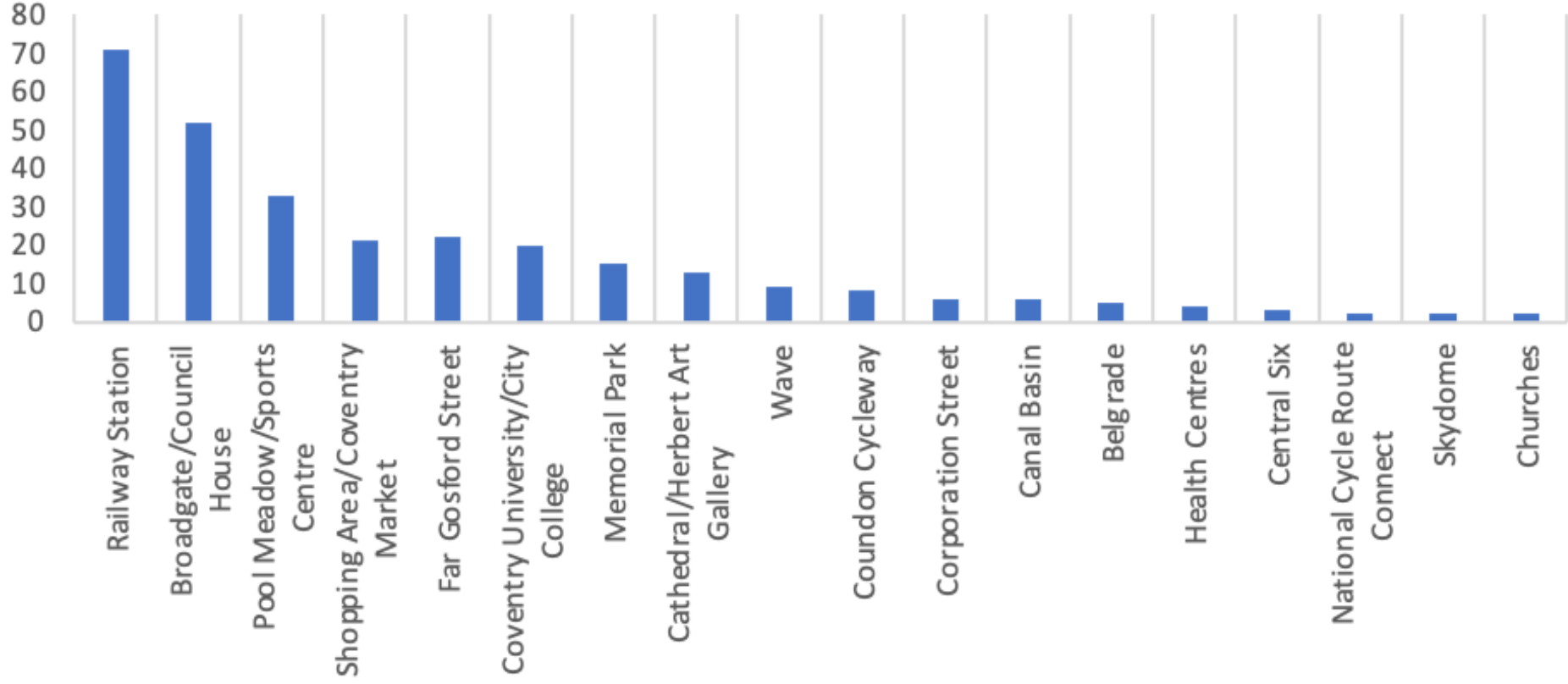
For phase 2, the most common positive comments were that the route should go further and cover other parts of the city, that access to the hospital will be improved and that physical protection should actually go further.

The most common concerns were around displaced/lost on-street parking on Clifford Bridge Road, congestion and road safety in general, that alternative routes should be considered, details around private accesses and removal of trees/greenery.

Question: We are considering extending this cycleway into the city centre. Where in the city centre would you like to see cycle routes link to?

Page 58
Phase 1

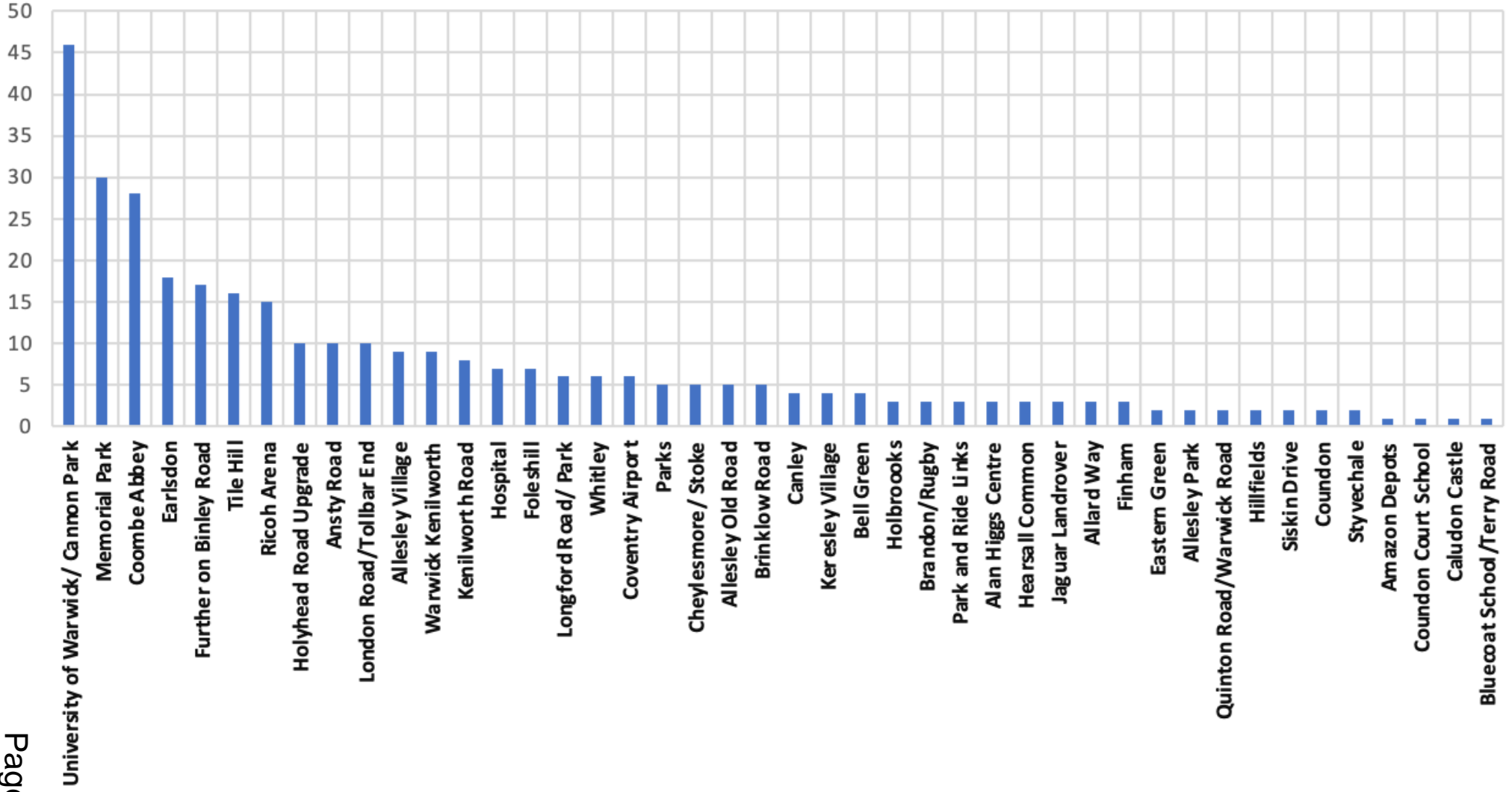
City Centre Extensions



Question: Is there anywhere else in the city you would like to see cycle routes link to?

Phase 1

Non City Centre Destinations



Amendments as a result of feedback

Page 60

- Gulson Road junction alignment will be adjusted to accommodate better connection to the toucan crossing to Gosford Green
- Gulson Road left turn into Sky Blue Way to be banned to improve flow and capacity for motor vehicles and shorten waiting time for pedestrians and cyclists accessing Gosford Green.
- St. George's Road alignment and position of carriageway ramp changed.
- Pedestrian Crossing on Sky Blue Way near A444 roundabout amended to give better access to Gosford Green from cycleway
- Stoke Green (west) cycleway link onto main cycleway amended to enable continuous footway for pedestrians.
- Hedgerow to be installed between cycleway and carriageway between Stoke Green (west) and Bull's Head Lane
- Binley Road widened to allow a right turn lane to be maintained at junction with Stoke Green (east).
- Cycleway alignment improved towards Bull's Head Lane parallel crossing
- Extra cycle parking added outside Bull's Head pub
- Central splitter island removed from Iceland / Lidl car park egress
- Hedgerow to be installed between cycleway and carriageway between Church Lane and Bromleigh Drive
- Access and egress for general traffic between Binley Road and Bromleigh Drive to be separated by a large splitter island to improve safety and operation of junction
- On-carriageway marked cycle lane heading west from Brindle Avenue to be upgraded to widened Share Use pedestrian and cycle path
- Hipswell Highway cycleway spur to be on west side of carriageway rather than east
- Segregated Cycleway to be added on west side of Allard Way connecting into junction
- Alignment of cycleway within Dorchester Way loop to be amended to minimise impact on tree loss and maximise opportunity for improved planting.
- Alignment between Dorchester Way (north) and Clifford Bridge Road to more closely follow current pedestrian desire line.
- Clifford Bridge Road southbound bus stop north of Dorchester Way to be moved closer to Dorchester Way to improve access and allow better bus stop bypass alignment
- Hospital access junction toucan crossing amendments to be reduced to minimise deliverability risks and road work requirements.

The section of the route between Brookvale Avenue and Tesco access roundabout (Clifford Bridge Road) is to be reconsulted on with proposed amendments and so are not included in this summary report.

Cabinet Member for City Services

20 October 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:

Longford & Foleshill

Title:

Objections to Proposed Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street.

Is this a key decision?

No

Executive Summary:

The Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street Local Safety Scheme is proposed as part of our annual programme of road safety measures, aimed at reducing personal injury collisions and making the roads highlighted safer for all road users.

Over the last few years, the Council has received many concerns from local residents about speeding vehicles on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. An examination of the personal injury collision rate in this area revealed a total of 11 collisions, and this included 2 serious injury collisions. The majority of causation factors were attributed to speeding vehicles.

In February 2021, residents were consulted on a possible Local Safety Scheme on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and raised junctions. Although the majority of responses (65%) supported the proposed measures, some residents did not favour the measures or the reduction in speed limit.

The proposed Traffic Regulation Order (TRO) to make Old Church Road a 20mph and the Notice of Intent (NOI) to install traffic calming measures were advertised on 9th September 2021, which commenced a 21-day statutory objection period. Eight objections and one letter of support were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

The cost of introducing the proposed Local Safety Scheme, if approved, will be funded from the Integrated Transport Budget (ITB).

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the 20mph speed limit and traffic calming measures;
2. Subject to recommendation 1, approve the implementation of the 20mph speed limit and installation of speed cushions and raised junctions (Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street Local Safety Scheme).

List of Appendices included:

Appendix A – Plan of Old Church Road
Appendix B – Copy of objections and responses
Appendix C – Copy of letter in support

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Objections to Proposed Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street.

1. Context (or background)

- 1.1 A Local Safety Scheme is proposed on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street to reduce vehicular speed and prevent personal injury collisions and make the areas safer for all road users. An examination of the personal injury collision rate in this area revealed a total of 11 collisions, and this included 2 serious injury collisions. The majority of causation factors were attributed to speeding vehicles. In addition, the 85th percentile speeds have been recorded at 43mph, and the speed limit is 30mph. Speeding vehicles on residential roads are dangerous for all road users and increases the likelihood of more serious injuries if collisions occur.
- 1.2 In February 2021, residents were consulted on a possible Local Safety Scheme on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. The proposed road safety measures included:
- Reduce the speed limit to 20mph
 - Installing speed cushions
 - Installing raised junctions
- 1.3 Although the majority of respondents (65%) supported the proposed Local Safety Scheme, some residents did not support the proposed traffic calming measures and the speed limit reduction.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit and the Notice of intent to install speed cushions were advertised in the local press and notices were posted on lamp columns in the area on 9th September 2021, advising that any formal objections should be made in writing by 30th September 2021. Eight objections and one letter of support were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

1 Options considered and recommended proposal

- 2.1 Eight objections and One letter of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix A. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
- i) make the 20 mph order and install the speed cushions and raised tables as advertised;
 - ii) not to install the safety scheme.
- 2.3 **Option i)** is recommended due to the road characteristics and the recorded vehicular speeds and number of personal injury collisions related to speed. Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street comprise of a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, often referred to as 'tunnel vision'. There is a high number of junctions, Schools, and houses which front the road, and all these factors increase the road safety risk when drivers travel at inappropriate speeds.
- 2.4 **Option ii)** is not recommended as this area has a relatively high number of personal injury collisions related to speed and recorded 85th percentile speeds of 43mph. This is significantly over the 30mph speed limit. The installation of a 20mph speed limit and traffic calming measures, to make the

speed limit self-enforcing will make Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street safer for all road users.

- 2.5 The one letter received in support of the speed limit reduction include comments that the measures to reduce the speed limit and install traffic calming measures were welcomed and “very supportive” of the plan.
- 2.6 Eight objections were received and highlighted numerous concerns including the speed limit reduction will create more vehicle emissions and that the traffic calming measures would damage vehicles. The full objections and responses to the issues raised are detailed in Appendix B.

3. Results of consultation undertaken

- 3.1 A Street news consultation was undertaken in February 2021 advising over 1000 residents of the proposed safety scheme. The majority of these responses (65%) were in support of the traffic calming measures and speed limit reduction.
- 3.2 The proposed TRO for the 20mph speed limit and NOI for the speed cushions were advertised in the Coventry Telegraph on 9th September 2021. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 30th September 2021. Eight objections and one letter of support were received.
- 3.3 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request (please note personal details will be removed). Appendix C details the letters of support received.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it proposed to install the 20mph safety scheme over the coming months.

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

5.1 Financial implications

The cost of introducing the Old Church Road Area Local Safety Scheme is estimated to be approximately two hundred thousand pounds, and if approved, will be funded from the Integrated Transport Budget.

5.2 Legal implications

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

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

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are

considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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

The Council may install road humps where appropriate pursuant to Section 90 Highways Act 1980 subject to completion of prior consultation with the Police and the public and adherence to the requirements of The Highways (Road Humps) Regulations 1999.

6 Other implications

6.1 How will this contribute to the Council Plan

The proposed changes to the speed limit as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of a speed limit reduction will make the road safer for all road users, as the lower speed limit will reduce the likelihood and severity of personal injury collisions.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Joel Logue, Civil Engineer – Highways, Traffic and Road Safety

Directorate:

Place

Tel and email contact:

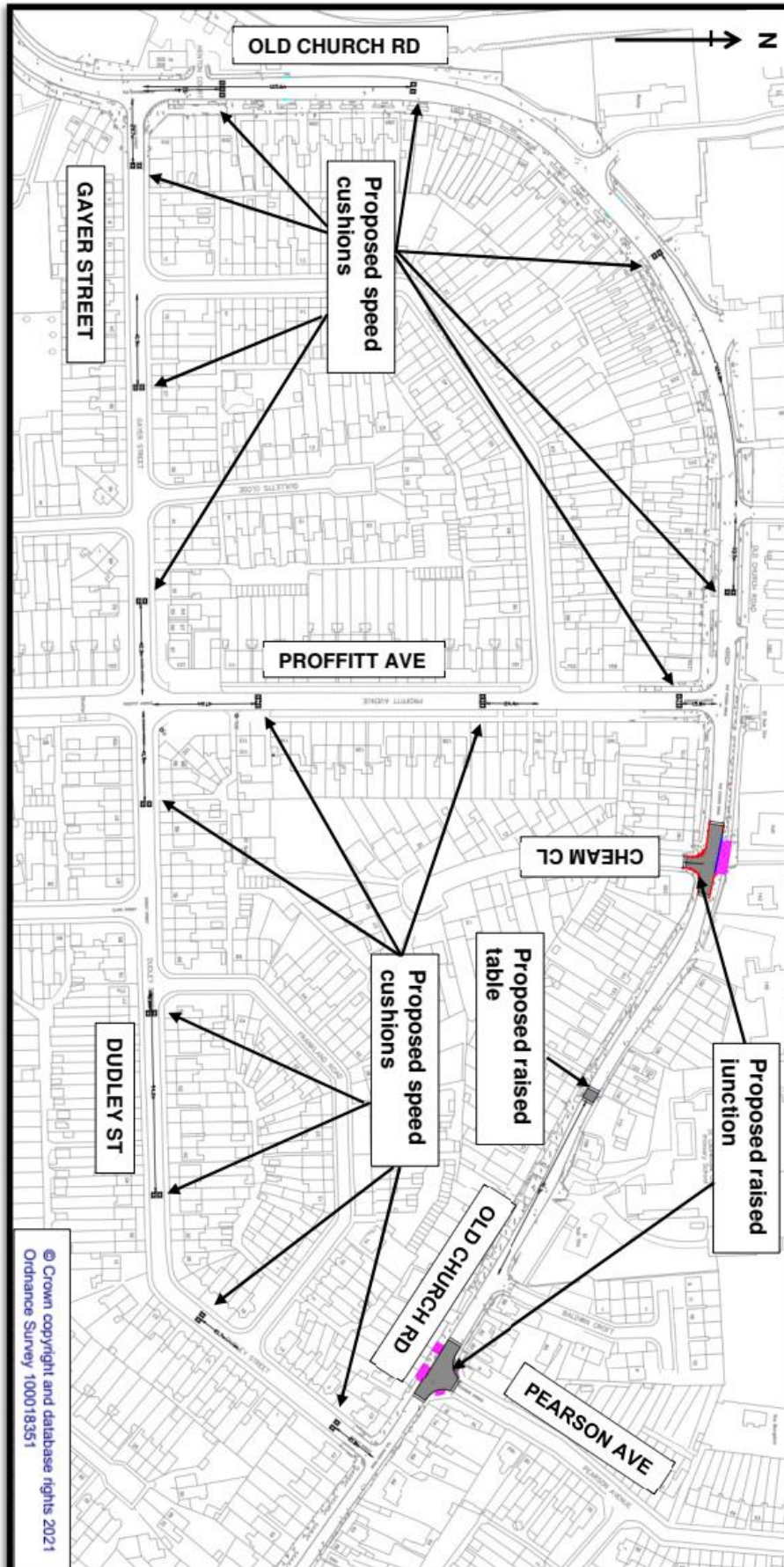
024 75270950, joel.logue@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Road Safety Manager	Transportation and Highways	11.10.21	11.10.21
Caron Archer	Principal Engineer	Transportation and Highways	11.10.21	12.10.21
Liz Knight	Governance Services Officer	Law and Governance	11.10.21	11.10.21
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	11.10.21	11.10.21
Rob Parkes	Team Leader	Law and Governance	11.10.21	11.10.21
Councillor P Hetheron	Cabinet Member for City Services		11.10.21	11.10.21

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Appendix A – Plan of Proposed Road Safety Scheme



Appendix B – Table of Objections to the Local Safety Scheme

Objection 1	<p>While I welcome measures to reduce speeding cars along our road (there aren't that many speeding cars) I do not want a speed cushion outside my property.</p> <p>We have a dropped kerb and do not wish to have to navigate going over a speed cushion to park our cars.</p> <p>They generate noise, vibration and more pollution when vehicles slow down on the approach and speed up again once over.</p> <p>Tyre Damage and can damage the steering racks on cars.</p>
Response to Objection	<p>Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit.</p> <p>The traffic calming features will be designed to minimise disruption to your driveway.</p> <p>The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions and noise produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible.</p> <p>Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
Objection 2	<p>I'm not opposed to traffic calming at all, however what I am opposed to is humps, cushions, sleeping policemen what ever you want to call them which you have to slow down to 5 or ten miles an hour to safely traverse them</p> <p>Why not just reduce the speed limit with the use of cameras</p>
Response to Objection	<p>A 20mph speed limit through signage alone is not effective on long straight roads. Subsequently, physical measures such as speed cushions are used to ensure the speed limit is adhered to.</p> <p>This location is unsuitable for speed cameras; however, we have installed safety cameras on The section of Old Church Road from Gayer Street to Foleshill Road, and the section from Dudley Street to Bell Green Road.</p>
Objection 3	<p>Negative impact on HGVs and emergency services,</p> <p>Lack of 30mph signs,</p> <p>Impact on disabled car occupants</p> <p>Damage to vehicles</p>
Response to Objection	<p>Traffic calming features are carefully designed to reduce overall vehicular speeds, and to minimise the impact on emergency services. The width and gradient of features are amended to take account of emergency services.</p> <p>In the UK, the presence of street lighting essentially means the road is 30mph, and we are not allowed to install 30mph repeater signs.</p> <p>Traffic calming features that are traversed at an appropriate speed should have no impact on vehicle occupants.</p> <p>Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
Objection 4	<p>These raised obstacles are at best uncomfortable and at worst outright dangerous.</p> <p>Lack of maintenance of features</p> <p>Impact on emergency services</p> <p>House prices</p>

<p>Response to Objection</p>	<p>Traffic calming features that are traversed at an appropriate speed should have no impact on vehicle occupants and should not be uncomfortable. The traffic calming features will be added to the Council's Maintenance programme, and this includes lining and materials. Traffic calming features are carefully designed to reduce overall vehicular speeds, and to minimise the impact on emergency services. The width and gradient of features are amended to take account of emergency services. The goal of traffic calming is to make the area as safe for all road users and this can have a benefit effect.</p>
<p>Objection 5</p>	<p>The cushions will increase traffic noise levels as people have to slow down to pass over them especially with the larger vehicles, we have a quiet street and want to keep it that way. The traffic levels will increase on the street due to people have to unnecessarily slow down to pass over the cushions. They will restrict parking for residents and visitors. There is no real hard evidence that I can find that they reduce will road traffic accidents on a side streets. Speed cushions are also known to cause tyre and suspension issues to cars.</p>
<p>Response to Objection</p>	<p>The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the noise produced by vehicles. Traffic calming has no effect on parking. Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit. There has been a significant amount of personal injury collisions at this location. Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
<p>Objection 6</p>	<p>Traffic calming positioned outside of my property. While I welcome measures to reduce speeding cars along our road (there aren't that many speeding cars) I do not want a speed cushion outside my property. My husband's car has a very low front spoiler. A speed cushion situated outside our property would mean his car will get damaged when going over the cushion to park on our property. They generate noise, vibration and more pollution when vehicles slow down on the approach and speed up again once over. Tyre damage</p>
<p>Response to Objection</p>	<p>The traffic calming features will be designed to minimise disruption to your property. Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit. The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions and noise produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
<p>Objection 7</p>	<p>Re the above, I'm not opposed to traffic calming at all, however what I am opposed to is humps, cushions, sleeping policemen whatever you want to call them which you have to slow down to 5 or ten miles an hour to safely traverse them! Why not just reduce the speed limit to 15 mph with the use of cameras.</p>

Response to Objection	The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. A speed limit of 15mph is not an option in the UK. Speed cameras are not appropriate for this section of road.
Objection 8	Parking on Frankland Road Traffic migration into Frankland Road
Response to Objection	A review of the parking problems on Frankland Road will be undertaken separate to this programme. Post installation monitoring of the scheme will be undertaken, and if traffic migration has occurred, we will seek to redress these issues.

Appendix C – Table of Support for the Local Safety Scheme

Support	Following our meeting, we are very supportive of the plans.
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Cabinet Member for City Services

20 October 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, Foleshill, Holbrook, Longford, Wainbody, Wyken

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No. This report is for monitoring purposes only.

Executive Summary:

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

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

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

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

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

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

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

Background Papers

None.

Other useful documents:

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

A copy of the report is available at: modern.gov.coventry.gov.uk.

Has it been or will it be considered by Scrutiny?

No.

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No.

Will this report go to Council?

No.

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

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

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

- 4.1 Letters referred to in Appendix A of the report will be sent out by November 2021.

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

5.1 Financial implications

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

5.2 Legal implications

There are no specific legal implications arising from this report.

6. Other implications

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

Not applicable.

6.2 How is risk being managed?

Not applicable.

6.3 What is the impact on the organisation?

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

6.4 Equalities / EIA

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

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

None.

6.6 Implications for partner organisations?

None.

Report author(s)

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Service:

Transportation and Highways

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Caron Archer	Principle Officer – Traffic Management	Transportation and Highways	08/10/2021	12/10/2021
Liz Knight	Governance Services Officer	Law and Governance	08/10/2021	11/10/2021

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

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

Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
08/21 – Request for Parking Permit Zone from 673 to 695 Stoney Stanton Road	10	Cllr A S Khan	Determination	The existing Limited Waiting restriction on Stoney Stanton Road is in place to ensure a turnover of spaces. There are currently no plans to amend the existing restriction.
10/21 – Parking Permits for the Residents of Crabmill Lane	13	N/A	Holding	Parking survey to be conducted.
E04/21 – Request for Double Yellow Lines on Brinklow Road	10	N/A	Determination	Following an assessment of the request, which included a review of the personal recorded injury collision history for Brinklow Road, there are currently no plans to introduce new waiting restrictions.
E08/21 – Traffic Calming Measures for Stoneleigh Road	6	Cllr Heaven	Determination	Speed survey to be conducted.
E14/21 - Request for Residents Parking Scheme for Cross Road, Eld Road, Princess Street and Edgwick Road	40	N/A	Holding	Parking survey to be conducted.
E15/21 – Against a Residents Parking Scheme for Cross Road, Eld Road, Princess Street and Edgwick Road	22	N/A	Holding	Parking survey to be conducted.
E11/21 – Installation of Speed Cameras on Rotherham Road	11	N/A	Determination	Does not meet the criteria for inclusion in Average Speed Enforcement programme. Review of recorded personal injury collisions shows 2 recorded in last 3 years. Refer to Community Speed Watch.
16/21 - Residents Parking Scheme for Mulliner Street	23	Cllr Nazir	Holding	Parking surveys to be conducted.

18-21 – Petition for Box Junction on London Road at the Junction of Seymour Close	35	Cllr Bailey	Holding	CCTV monitoring undertaken in 2018 in response to a previous petition showed that Keep Clear markings were not justified. Since then, Average Speed Enforcement has been introduced and the speed limit has been reduced to 30mph. Once these changes have been allowed to bed in, CCTV monitoring will be repeated in 6 months' time.
19/21 - Insufficient Parking in Peel Street - Creation of Parking Spaces	14	Cllr Nazir	Determination	Due to limited budgets, we are unable to fund the creation of additional parking spaces. Trees are inspected periodically to see if any maintenance is required.
24-21 - Request for Grass Verge on Park Avenue to be Tarmacked	20	Cllr Lancaster	Determination	Park Avenue will be added to verge scheme request list; however, verge programme requests are prioritised in line with the verge protection policy, which gives greater priority to roads on major routes. New Bredon gravel has recently been laid and a recent inspection found no maintenance issues on the verges. Park Avenue will continue to be monitored as part of Highway Inspection programme.
4/20 - Request for Residents Parking - Mill Race Lane	21	Cllr Duggins	Determination	Parking surveys showed that during the daytime, 91% of parking spaces on the road were available on a weekday and 79% at the weekend. Therefore, Mill Race Lane does not meet the parking availability criteria to be considered for a residents' parking scheme (less than 40% of spaces available during the daytime on a weekday) and no further action is proposed.

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