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### Cabinet Member for City Services

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**Time and Date**

10.30 am on Tuesday, 14th December, 2021

**Place**

Committee Room 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

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**Public Business****1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 16)

(a) To agree the minutes of the meetings held on 15th and 22nd November, 2021

(b) Matters Arising

**4. 2021/22 Local Safety Scheme Programme - Average Speed Enforcement Schemes - Walsgrave Road, Radford Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road** (Pages 17 - 36)

Report of the Director of Transportation and Highways

**5. Outstanding Issues**

There are no outstanding issues

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

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

**Private Business**

Nil

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

Monday, 6 December 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](mailto:liz.knight@coventry.gov.uk) / [michelle.salmon@coventry.gov.uk](mailto:michelle.salmon@coventry.gov.uk)

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

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

### **Public Access**

Please note that in line with current Government and City Council Covid guidelines, there will be reduced public access to the meeting to manage numbers attending safely. Any member of the public who would like to attend the meeting in person is required to contact the following officer in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

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

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 10.30 am on**  
**Monday, 15 November 2021**

Present:

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

Other Members: Councillors N Akhtar, AS Khan and J O'Boyle

Employees:

C Archer, Traffic Management  
R Goodyer, Traffic Management  
L Knight, Law and Governance  
R Parkes, Law and Governance  
M Salmon, Law and Governance

Apologies: Councillors L Bigham, Chair, Communities and  
Neighbourhoods Scrutiny Board 4, M Heaven,  
Shadow Cabinet Member and D Welsh, St Michael's  
Ward Councillor

## **Public Business**

### **33. Declarations of Interests**

There were no declarations of interest.

### **34. Minutes**

The minutes of the meeting held on 20<sup>th</sup> October, 2021 were agreed as a true record. There were no matters arising.

### **35. Objections to Proposed Waiting Restrictions (Variation 10) Report 1 (of 3)**

The Cabinet Member considered a report of the Director of Transportation and Highways concerning objections that had been received to a Traffic Regulation Order advertised on 10th June, 2021 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in Wards across the City. The Order consisted of over 100 proposals, some proposals relating to multiple locations.

The report indicated that 123 objections were received, relating to 40 proposals. Two petitions in opposition were also received. In addition, there were 17 responses in support of proposals and five comments. Due to the large number of objections received, and in line with current Government and City Council guidelines in relation to Covid meaning reduced access to meetings, the objections were being considered in three separate reports, each report being heard at a separate meeting.

The objections to be considered at this meeting related to proposals in the Foleshill, Henley, St. Michael's, Upper Stoke and Wyken Wards. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and several attended. In addition, a number of objectors had submitted additional written comments in response to the report and these were reported and responded to at the meeting.

The Cabinet Member was informed that over 60 of the proposals received no objections, the responses received were either in support or comments about the proposal.

The report highlighted that many of the locations where changes were proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, for example due to safety concerns relating to parked vehicles and issues due to overnight lorry parking.

Two objectors attended the meeting in respect of the proposals for Bracadale Close/ Coombe Park Road. The main objector highlighted that due to the road lay out, their property had no driveway or off-road parking so they parked in the street. She wanted to be able to park near her property. Reference was made to the fact that residents drove very carefully in the vicinity and there hadn't been any accidents. A written response was reported at the meeting which highlighted that road marking would make no difference to parents dropping and collecting children at the local school, they would just park over the markings. The option of putting markings on both bends by the green was raised. In light of the concerns raised, the Cabinet Member decided to defer consideration of the proposal to allow for a site visit.

Councillor A S Khan, a Foleshill Ward Councillor, attended the meeting and spoke in support of a petition, bearing 21 signatures, objecting to the proposed waiting restrictions at the junction of Beresford Avenue, Durbar Avenue and Churchill Avenue. The petition organiser had been invited to the meeting but was unable to attend. Arising from the petitioners' concerns, the Cabinet Member requested that consideration of the proposal be deferred to allow for a site visit to be carried out.

Councillors N Akhtar and J O'Boyle, St Michael's Ward Councillors attended the meeting in respect of the proposals for Keppel Street/Cambridge Street and Keppel St /Wright Street; and King Edward Street/ Leopold Street, King Edward Street/ Alfred Street and King Edward Street/Alexandra Street. Councillor Akhtar outlined the Ward Councillors concerns, referring to a site visit that had taken place when the options had been discussed. He indicated that there was no support from local residents for the proposals and that you can't protect all junctions across the city, especially as the Council couldn't take action against owners who parked their vehicles on the double yellow lines. He reported that the proposals would just cause more issues in the area. In light of the issues raised, Councillor Hetherington decided to defer consideration of the proposals to allow for a site visit to be undertaken.

Additional written comments were received from an objector to the proposed waiting restrictions for Dartmouth Road which were read out at the meeting. The objector felt that more of the double yellow lines should be left on one side of

Dartmouth Road as it was not an easy corner to see around when pulling into the road if vehicles were parked there, it would be even more difficult and potentially dangerous. Also, vehicles that parked on this corner tended to put at least half of their vehicle onto the pavement, as they were concerned that they would get hit by cars coming around the corner, which ended up blocking the pavement. In addition, it would encourage more long-term parking, for days or even weeks, from residents in Torcross Road. Concerns were also expressed about the blocking of the entrance to their property.

A written response had been submitted by an objector to the proposed double yellow lines for Pinners Croft. He indicated that there was damage due to improper parking at the bell mouth of the road, so to fix this it was proposed to make it illegal to park where previously it was fine to park and there was no damage. Also, it was inconvenient for residents who would have to try to fit too many cars on one side of the road instead.

The officer responded to all the issues raised at the meeting.

After consideration of proposals, the Cabinet Member asked that, following installation of the waiting restrictions at Boston Place/ Durbar Avenue and Pennington Way/ Gosport Road, Pennington Way/ Horndean Close, Pennington Way/ Queen Marys Road and Gosport Road/ Dunnose Close junctions, monitoring be undertaken.

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

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

**(1) The implementation of the restrictions as advertised at Boston Place, Boston Place/ Durbar Avenue junction, Elizabeth Way, Pinners Croft, Pennington Way/ Gosport Road, Pennington Way/ Horndean Close, Pennington Way/ Queen Marys Road and Gosport Road/ Dunnose Close and Thornhill Road be approved.**

**(2) Approval be given to a reduced extent of double yellow lines being removed on Dartmouth Road, removing 13m, not 18m as originally proposed.**

**(3) That the proposed waiting restrictions at junctions at Bracadale Close/Coombe Park Road; Keppel Street/Cambridge Street and Keppel St /Wright Street; and King Edward Street/ Leopold Street, King Edward Street/ Alfred Street and King Edward Street/Alexandra Street are not installed, the locations be removed from the Order and that site visits be undertaken by the Cabinet Member with further consultation being carried out.**

**(4) Following installation of the waiting restrictions at Boston Place/ Durbar Avenue and Pennington Way/ Gosport Road, Pennington Way/ Horndean Close, Pennington Way/ Queen Marys Road and Gosport Road/ Dunnose Close junctions, monitoring be undertaken.**

**(5) Approval be given that those parts of the proposed Traffic Regulation Order referred to in the report and the recommendations above are made operational.**

**36. Outstanding Issues**

There were no outstanding issues.

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

There were no additional items of public business.

(Meeting closed at 11.45 am)

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 1.30 pm on**  
**Monday, 15 November 2021**

Present:

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

Other Members: Councillor J Blundell

Employees (by Service):

Law and Governance L Knight, R Parkes, M Salmon

Transportation and Highways C Archer, R Goodyer, J Logue

Apologies: Councillor L Bigham

## **Public Business**

### **38. Declarations of Interests**

There were no disclosable pecuniary interests.

### **39. Objections to Proposed Waiting Restrictions (Variation 10) Report 2 (of 3)**

Further to minute 35/21, the Cabinet Member for City Services considered a report of the Director of Transportation and Highways concerning objections that had been received to a Traffic Regulation Order advertised on 10th June, 2021 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in Wards across the City. The Order consisted of over 100 proposals, some proposals relating to multiple locations.

123 objections were received, which related to 40 proposals. Two petitions in opposition were also received. In addition, there were 17 responses in support of proposals and five comments. In accordance with the City Council's procedure for dealing with objections to TROs, they were reported to the Cabinet Member for City Services for a decision as to how to proceed.

The objections to be considered at this meeting related to proposals in the Cheylesmore, Wainbody, Westwood, Whoberley and Woodlands Wards. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and one objector attended.

The Cabinet Member was informed that over 60 of the proposals received no objections, the responses received were either in support or comments about the proposal.

The report highlighted that many of the locations where changes were proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, for example due to safety concerns relating to parked vehicles and issues due to overnight lorry parking.

One objector attended the meeting in respect of the proposals for Ivy Farm Lane and Cannocks Lane. The objector highlighted that the location was in a conservation area and installing yellow lines would be unsightly. He indicated that the consultation with residents had taken place sometime ago and since then things had changed and there were now no parking issues and the restrictions were unnecessary. Councillor J Blundell, a Wainbody Ward Councillor, attended the meeting and, together with the Shadow Cabinet Member for City Services, Councillor Heaven, also a Wainbody Ward Councillor, concurred with the objector's comments. The Cabinet Member decided that the restrictions should not be installed, monitoring be carried out and that a further consultation be undertaken if necessary. She acknowledged that if parking occurred whilst there were no restrictions, the Police had the necessary powers to undertake enforcement action if they considered the parking was dangerous or causing an obstruction.

Councillor Blundell and Councillor Heaven also spoke in support of residents' objections in respect of the proposals for Lilacvale Way. They highlighted that for safety, parents did need to park whilst dropping off and picking up children for Cannon Park School. The Cabinet Member decided that the waiting restrictions in Lilacvale Way are not installed, the location be removed from the Order and that further consultation be undertaken.

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

**RESOLVED that, having considered the objections to the proposed waiting restrictions, the Cabinet Member for City Services:**

- 1) Approves the implementation of the restrictions as advertised in the Allesley Hall Drive Area, Cecily Road/Eltham Road, Goldthorn Close /Farcroft Avenue, Lawley Close, Packwood Green / Wolverton Road, Station Avenue.**
- 2) Approves that the restrictions proposed for Ivy Farm Lane and Cannocks Lane are not installed, monitoring to be carried out and further consultation undertaken if necessary.**
- 3) Approves that the restrictions are not installed on Standard Avenue. Continue to monitor, and if future road safety or obstruction concerns, due to parked vehicles, are raised, consider the installation of double yellow lines (subject to the necessary legal process).**



- 4) Approves the installation of a reduced extent of double yellow lines on Unicorn Lane as detailed in Appendix A to the report.
- 5) Approves that the proposed waiting restrictions for Lilacvale Way are not installed, the location be removed from the Order and that further consultation be undertaken.
- 6) Approval be given that those parts of the proposed Traffic Regulation Order referred to in the report and that the recommendations above are made operational.

40. **2021/22 Local Safety Scheme Programme - Average Speed Enforcement Scheme, Stoney Stanton Road**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that sought approval for the implementation of an Average Speed Enforcement (ASE) Scheme on Stoney Stanton Road from its junction with the A444 to its junction with Harnall Lane East. An Appendix to the report provided a location plan of the proposed Scheme.

Coventry City Council received many requests for road safety measures from residents and Elected Members across the city, concerned about inappropriate vehicular speed. This included a significant number of petitions requesting road safety measures to address these concerns.

Speeding vehicles continued to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall collision rates were declining on Coventry's road network, the number of people killed or seriously injured (KSI) remained high on major routes that carried high volumes of traffic.

In March 2018, Cabinet approved (their minute 138/17 referred) the use of ASE on London Road and Ansty Road, and both ASE projects were introduced in January 2019. As a result of positive initial results in terms of speed reduction, and personal injury collision reduction, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019 (their minute 96/18 referred) and were now operational.

In June 2020, following the early positive safety results of the existing schemes, the Cabinet Member for City Services approved (Minute 4/20 referred) four additional ASE schemes including Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way. In December 2020, the Sky Blue Way ASE scheme was delayed due to technical difficulties with the location, and the Foleshill Road Scheme was approved in its place (Minute 24/20 referred). This scheme had been operational since June 2021.

It was now also proposed, as part of the 2021/22 Local Safety Scheme Programme, to introduce a further ASE scheme on Stoney Stanton Road; following consideration of the high number of accidents on Stoney Stanton Road related to speeding vehicles.

The installation of the Stoney Stanton Road ASE Scheme would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

**RESOLVED that the Cabinet Member for City Services:**

- 1) Approves the implementation of an ASE Scheme on Stoney Stanton Road from its junction with the A444 to its junction with Harnall Lane East.**
- 2) Approves that the associated procurement process for ASE equipment be undertaken and that approval is given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities).**

**41. Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.00 pm)

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 2.00 pm on**  
**Monday, 22 November 2021**

Present:

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

Other Members: Councillor L Bigham (Chair of Communities and Neighbourhoods Scrutiny Board (4)) – Invited  
Councillor J Birdi – for the Church Park Close Petition in Minute 44

Employees (by Service):

Law and Governance O Aremu, L Knight, M Salmon

Transportation and Highways C Archer, R Goodyer, P Howarth

Apologies: Councillor M Heaven (Shadow Cabinet Member)

## **Public Business**

### **43. Declarations of Interests**

There were no disclosable pecuniary interests.

### **44. Objections to Proposed Waiting Restrictions (Variation 10) Report 3 (of 3)**

Further to Minutes 35/21 and 39/21, the Cabinet Member considered a report of the Director of Transportation and Highways concerning objections that had been received to a Traffic Regulation Order advertised on 10th June, 2021 relating to proposed new waiting restrictions and amendments to existing waiting restrictions in Wards across the City. The Order consisted of over 100 proposals, some proposals relating to multiple locations.

The report indicated that 123 objections were received, relating to 40 proposals. Two petitions in opposition were also received. In addition, there were 17 responses in support of proposals and five comments. Due to the large number of objections received, and in line with current Government and City Council guidelines in relation to Covid meaning reduced access to meetings, the objections were being considered in three separate reports, each report being heard at a separate meeting.

The objections to be considered at this meeting related to proposals in the Bablake, Holbrook, Longford, Lower Stoke, Radford and Sherbourne Wards. A summary of the proposed restrictions, objections and responses were set out in an appendix to the report. All the respondents were invited to the meeting and several

attended. In addition, a number of objectors had submitted additional written comments in response to the report and these were reported and responded to at the meeting.

The Cabinet Member was informed that over 60 of the proposals received no objections, the responses received were either in support or comments about the proposal.

The report highlighted that many of the locations where changes were proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, for example due to safety concerns relating to parked vehicles and issues due to overnight lorry parking. There were also proposals relating to the Coundon Cycle Scheme and other developments.

An objector attended the meeting in respect of the proposals for Biggin Hall Crescent/Grant Road and highlighted the parking issues at the junction that were being experienced over recent months and was unsure whether the restrictions would solve the issues. Officers confirmed that the installation of waiting restrictions at the junction would enable the Council's Parking Services Enforcement Officers to take action on any reported breaches of the regulations. With the Cabinet Member's agreement, officers undertook to work with residents on the parking issues, including providing the objector with contact details for reporting problems, and to liaise with Enforcement Officers regarding the monitoring of the area, to include Grant Road.

Councillor J Birdi, a Bablake Ward Councillor, attended the meeting and spoke in support of a petition, bearing 15 signatures, objecting to the proposed waiting restrictions at Church Park Close, Tamworth Road and High Street. The Petition Organiser also attended the meeting and spoke on behalf of the residents highlighting that Church Park Close was a very quiet road and without the school traffic, few vehicles parked on the street which left the road clear for emergency and service vehicles. He indicated that access and parking was important to the mainly elderly residents who relied on visits from family and friends and that, having consulted residents, a lot of interest had been shown for a Residents Parking Scheme. Arising from the petitioners' request the Cabinet Member decided that the proposed double yellow lines on Church Park Close, High Street and Tamworth Road be installed as advertised, also that the school time waiting restrictions on Church Park Close were not installed. She requested that officers liaised with residents regarding the possibility of a Residents Parking Scheme in Church Park Close.

An objector attended the meeting in respect of the proposals for Dronfield Road Area and highlighted that those who parked in challenging ways on the road would not necessarily adhere to the installation of double yellow lines, and unless there was enforcement action, the proposals would have little impact on anti-social parking. She indicated that the increase in HMOs in the street had contributed to on-street parking issues. She referred to inadequate consultation on the proposals, in particular because the consultation had relied on the use of technology which many residents did not have access to. She requested that a further, more inclusive, consultation was necessary before any restrictions were implemented. The Cabinet Member was informed by officers that a petition relating

to parking issues in the area was expected. She decided that the proposed waiting restrictions in the Dronfield Road Area not be installed and the locations be removed from the Order, but that further liaison be undertaken with residents.

An objector attended the meeting in respect of the proposals for Ralph Road and highlighted that there had always been issues with compromised access due to parked vehicles, as the street was very narrow. In addition to Ralph Road residents' vehicles, residents of adjoining Lavender Avenue exacerbated the problem by also parking there. It was acknowledged that for safety reasons the junction did require protection. It was further acknowledged that the installation of any restrictions along Ralph Road would result in parking displacement into Lavender Avenue, which already had parking issues. Officers explained that a solution was difficult as the design of the road meant that any parking along either side resulted in compromised access. A Residents Parking Scheme, whilst allowing Ralph Road residents to park, would again create access issues. In light of the comments made by the objector and the officers, the Cabinet Member agreed that double yellow lines be installed at the junction of Ralph Road (10m for junction protection), but the proposed waiting restrictions extending into the road, not be installed. Councillor Lloyd, Deputy Cabinet Member for City Services and a Sherbourne Ward Councillor, indicated that he would work with residents regarding the parking issues.

Three objectors attended the meeting in respect of the proposals at Silverdale/Wildmoor Close and highlighted that there had not been any major issues with parking on the bend in many years and that the double yellow lines were unnecessary as most residents parked sensibly. They referred to an incident concerning an emergency vehicle whose access was compromised during the lockdown of the Pandemic when parking patterns were different with home workers vehicles parked on the street, however, they confirmed that now that had changed and residents had returned to their place of work, on-street parking had reduced again. In addition, a football team that used the nearby park for a period of time and parked their vehicles in the street, had now relocated to new premises. Councillor Bigham, invited to the meeting as Chair of the Communities and Neighbourhoods Scrutiny Board (4) and also a Longford Ward Councillor, spoke in support of the objectors and requested that in light of the information provided, the proposals be reviewed. The Cabinet Member decided that as the situation had changed in the area, the proposed waiting restrictions at Silverdale Close/Wildmoor Close not be installed and the location be removed from the Order, and that monitoring be undertaken.

Two objectors attended the meeting in respect of the proposals at Barkers Butts Lane (Radford) that were part of the Coundon Cycle Lane restrictions. One objector spoke about the proposed installation of double yellow lines directly outside their property which would have a detrimental effect on their lives due to health issues that required visits from carers and medical professionals. They also referred to their need to have sight of their vehicle when parked in the street as it had been vandalised in the past. The Cabinet Member received clarification from officers that removal of this part of the Coundon Cycle Lane restrictions would not affect the remainder of the scheme's proposals and agreed that the installation of the proposed Coundon Cycle Lane restrictions as advertised could proceed, except for the double yellow lines on Barkers Butts Lane (each side of the road outside No.s 14-24) and Tomson Avenue, which are to be removed from the Order

to enable discussions with the objectors and for officers to give further consideration to the proposals for the pedestrian refuge island.

An additional written comment was received from a local business in respect of the proposals for Moseley Avenue which were read out at the meeting. The letter referred to the diverse range of businesses in the area that were not reliant on passing trade. The installation of the Cycle Route had already reduced existing parking, with residents using side roads due to restricted parking by their homes on the route. Business neighbours in both Moseley Avenue and Barkers Butts Lane were all encountering customers who could not park and there were a proportion of elderly customers who could not walk far and were unable to visit the business premises. The proposed restrictions, together with the effects of the cycle lane, were not supporting the operation of local businesses. The Cabinet Member requested that officers investigated the use of the compound located at Moseley Avenue as a possible future site for parking.

An additional written comment was received from an objector in respect of the proposals at Norman Place Road/Brownhill Green Road that highlighted the impact the proposals would have on local businesses due to the loss of customer parking.

Councillor Lloyd spoke in support of the proposal that the removal of the double yellow lines on Branksome Road was not undertaken. He referred to an objector's suggestion that a One-way System be considered at this location and the Cabinet Member requested that officers investigated this accordingly.

The officers responded to all the issues raised at the meeting.

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

**RESOLVED that, having considered the objections to the proposed waiting restrictions, the Cabinet Member for City Services:**

- 1) Approves the implementation of the restrictions as advertised at Anderton Road/Ainsdale Close, Moseley Avenue, Newey Road/ Morris Ave, Norman Place Road/Brownhill Green Road, Radford Road, Rupert Road/Treherne Road, Uxbridge Avenue/Crescent Avenue, Warden Road/Tay Road and Wickham Close.**
- 2) Approves the implementation of the restrictions as proposed on Berkett Road, and a reduced extent on Romford Road, reducing by 5m on the western side of junction and 4m on the eastern side of the junction.**
- 3) Approves the installation of a reduced extent of double yellow lines at Biggin Hall Crescent/Grant Road as detailed in Appendix A of the report and following installation, liaise with the Council's Parking Services Enforcement Officers regarding undertaking monitoring.**
- 4) Approves that the proposed removal of double yellow lines on Branksome Road is not undertaken.**

- 5) Approves that the proposed residents' parking scheme is installed on Brays Lane as advertised and once installed, monitor and if necessary, consider the possible provision of shared-use bays (permit parking and limited waiting) between St Agatha's Road and Victoria Park.
- 6) Approves that the proposed double yellow lines on Church Park Close, High Street and Tamworth Road are installed as advertised, that the school time waiting restrictions on Church Park Close are not installed, and that consultation be undertaken with residents about possible alternative restrictions including the possibility of a residents parking scheme.
- 7) Approves the installation of the restrictions as proposed on Clayton Road, and a reduced extent on Donnington Avenue, reducing by 2m on each side of the junction.
- 8) Approves the installation of a reduced extent of double yellow lines on Sandhurst Grove, a reduction of 11m at the cul de sac end (northern end).
- 9) Approves the installation of the proposed Coundon Cycle Lane restrictions as advertised, except for the double yellow lines on Barkers Butts Lane (each side of the road outside No.s 14-24) and Tomson Avenue which are to be removed from the Order to enable discussions with the objectors and for officers to give further consideration to the proposals for the pedestrian refuge island.
- 10) Approves the installation of double yellow lines at the junction of Ralph Road (10m for junction protection) but not install the proposed waiting restrictions extending into the road, and request monitoring be undertaken.
- 11) Approves that monitoring be undertaken at Silverdale Close/ Wildmoor Close.
- 12) Approves that officers be requested to investigate the use of the compound located at Moseley Avenue as a possible future site for parking.
- 13) Approves that the proposed waiting restrictions in the Dronfield Road Area at the following junctions: Holmfield Road/Enfield Road, Dronfield Road/Enfield Road, Holmfield Road/Druid Road, Holmfield Road/Harefield Road; are not installed and the locations be removed from the Order, and that further liaison is undertaken with residents.

15) Approves that the proposed waiting restrictions at Silverdale Close/Wildmoor Close, are not installed and the location be removed from the Order.

16) Approval be given to those parts of the proposed Traffic Regulation Order referred to in the report and the recommendations above are made operational.

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

There were no other items of public business.

46. **Outstanding Issues**

There were no outstanding issues.

(Meeting closed at 4.30 pm)



Cabinet Member for City Services

14<sup>th</sup> December 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:** various

**Title:** 2021/22 Local Safety Scheme Programme – Average Speed Enforcement Schemes – Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road

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**Is this a key decision?**

No - Although the matters within the report affect various wards in the city, it is not anticipated that the impact will be significant.

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**Executive Summary:**

Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures to address these concerns.

Speeding vehicles continue to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall collision rates are declining on Coventry's road network, the number of people killed or seriously injured (KSI) remains high on major routes that carry high volumes of traffic.

In March 2018, Cabinet approved the use of Average Speed Enforcement (ASE) on London Road and Ansty Road, and both ASE projects were introduced in January 2019. As a result of positive initial results in terms of speed reduction, and personal injury collision reduction, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019 and are now operational.

In June 2020, following the early positive safety results of the existing schemes Cabinet Member for City Services approved four additional ASE schemes including Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way. In December 2020, the Sky Blue Way ASE scheme was delayed due to technical difficulties with the location, and the Foleshill Road Scheme was approved in its place. This scheme has been operational since June 2021.

On 15<sup>th</sup> November 2021, the Stoney Stanton ASE scheme was approved by Cabinet Member for City Services, and this is currently being progressed and will become operational in the coming months.

It is now also proposed, as part of the 2021/22 and 2022/23 Local Safety Scheme Programme, to introduce a further nine ASE schemes at the following locations; following consideration of the high number of accidents at each of these locations related to speeding vehicles.

- **Walsgrave Road** – from its junction with Sky Blue Way to its junction with Ansty Road
- **Radford Road/ Keresley Road** – from its junction with Keresley Green Road to the city Ring Road
- **Holyhead Road** – from its junction with Pickford Way to the city Ring Road
- **Tamworth Road** – from its junction with Keresley Road to city boundary
- **Charter Avenue** – from its junction with A45 to Cromwell Lane
- **Kenilworth Road** – from its junction with Warwick Road to A45
- **Hearsall Common/ Hearsall Lane** – from its junction with Tile Hill Lane to Spon End
- **Allard Way** – from its junction with Binley Road to its junction with London Road
- **Allesley Old Road** – from its junction with Pickford Way to Spon End

The installation of these schemes would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

#### **Recommendations:**

Cabinet Member for City Services is recommended to:

1. Approve the implementation of the nine ASE schemes Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road as detailed.
2. Subject to recommendation 1 above, approve the associated procurement process for ASE equipment is to be undertaken and approval is given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities)

#### **List of Appendices included:**

**Appendix A** – Location plans for proposed Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road ASE Schemes.

#### **Background Papers**

None

#### **Other useful documents:**

##### **Cabinet Report dated 6<sup>th</sup> March 2019**

2019/20 Transportation and Highway Maintenance Capital programme report – Cabinet meeting 12<sup>th</sup> March 2019

##### **Cabinet Member for City Services report dated 9<sup>th</sup> September 2019**

New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road

**Cabinet Report dated 10<sup>th</sup> March 2020**

2020/21 Transportation and Highway Maintenance Capital Programme

**Cabinet Member for City Services report dated 15<sup>th</sup> June 2020**

2020/21 Local Safety Scheme Programme – New Average Speed Enforcement routes

**Cabinet Member for City Services report dated 9<sup>th</sup> December 2020**

2020-21 Local Safety Scheme Programme – Average Speed Enforcement Scheme, Foleshill Road

**Cabinet Member for City Services report dated 15<sup>th</sup> November 2021**

2020-21 Local Safety Scheme Programme – Average Speed Enforcement Scheme, Stoney Stanton Road

**Has it been or will it be considered by Scrutiny?**

No, however the use of ASE was considered and approved at the Neighbourhoods and Communities Scrutiny Board (4) on 28<sup>th</sup> February 2018 and the Board were further updated on 17<sup>th</sup> December 2020

**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:**

2021/22 and 2022/23 Local Safety Scheme Programme – Average Speed Enforcement Schemes on Walsgrave Road, Radford Road/Keresley, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road.

**1. Context**

- 1.1. Whilst the total number of personal injury collisions in Coventry is falling, the number of people killed or seriously injured (KSI) on the city's main roads is increasing. Over the 3-year period (1<sup>st</sup> March 2017 to 28<sup>th</sup> February 2020), a total of 378 people were killed or seriously injured on Coventry's road network.
- 1.2. Personal injury collisions can destroy peoples lives, and the lives of people around them. In addition to the human element, personal injury collisions have a major detrimental impact on traffic flow by increasing congestion, reducing capacity, worsening journey time reliability and affecting network resilience together with an adverse impact on the economy.
- 1.3. Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about speeding, including a significant number of petitions. As the Highway Authority, we are responsible for setting speed limits on our local roads. The Coventry road network needs to support a local transport system that is safe for all road users, promotes economic growth, and improves the quality of life in our communities.
- 1.4. Coventry City Council is the West Midlands Combined Authority (WMCA) Road Safety Lead, and is committed to reducing the numbers of people killed or seriously injured (KSI) by 40% over the next 10 years' using the 3 year average (2014, 2015 & 2016) as the baseline.
- 1.5. To try to reduce personal injury collisions, the Council has introduced 10 ASE schemes on high traffic volume routes that have a high number of KSI's. These are on London Road (2 schemes), Ansty Road (2 schemes), Binley Road, Henley Road, Longford Road, Bell Green Road, Burnaby Road and Foleshill Road. A further ASE scheme (Stoney Stanton Road) was approved by Cabinet Member for City Services on 15<sup>th</sup> November 2021, and this scheme will become operational in the coming months.
- 1.6. The ASE cameras detect vehicles through Automatic Number Plate Recognition (ANPR) and calculate their average speed by measuring the time taken to travel between defined points, a known distance apart. A clear signing strategy is used to inform drivers that they are entering an average speed control zone. The criteria for selecting a site is very similar to conventional 'fixed' camera enforcement sites and includes the following criteria:
  - Locations that have previously had fixed safety cameras;
  - Historical evidence of collisions resulting in casualties;
  - Speed surveys which indicate that speeding vehicles are an issue; and
  - Where there is no alternative realistic and appropriate engineering solution that can be installed to reduce collisions and vehicles exceeding the speed limit.
- 1.7. The three-year period before the installation of ASE on London Road revealed a total of 22 injury collisions were recorded over a 3 year period. This included 3 fatalities and 6 serious personal injury collisions on the section from its junction with Allard Way to A46. Further analysis revealed that the vast majority of personal injury collisions were related to 'loss of control' and 'driver behaviour' relating to excessive speeds.

- 1.8 The London Road ASE project became operational in January 2019, to date there has been 3 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions were classified (relating to injuries) as one serious and two slights. The serious collision involved an intoxicated pedestrian that entered London Road without looking. The two slight collisions involved driving without due care and were not related to speeding. Speeds have also been significantly reduced, particularly off-peak speeds.
- 1.9 The three year period before the installation of ASE on Ansty Road highlighted a total of 32 injury collisions. This included 2 fatalities and 5 serious personal injury collisions in the section from its junction with Dane Road and Clifford Bridge Road. Further analysis revealed that the vast majority of these collisions were related to 'driver behaviour' and 'driving inappropriately' relating to excessive speeds.
- 1.10 The Ansty Road ASE project became operational in January 2019, to date there has been only two personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the causation factors highlighted that one collision related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity and also involved a police vehicle. Both collisions were classified as slight in severity.
- 1.11 ASE was introduced on Binley Road and Henley Road in January 2020, and early indications show they are operating as expected.
- 1.12 In June 2020, Cabinet Member for City Services approved a further four ASE schemes at the following locations, as these locations have the highest number of KSIs based on the latest 3 year accident history rate.
- Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road)
  - Bell Green Road (from its junction with A444 to its junction with Henley Road)
  - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road); and
  - Sky Blue Way (from its junction with Lower Ford Street to its junction with A444).
- 1.13 The Longford and Bell Green Road ASE schemes each also include a short section of Old Church Road. The Sky Blue Way (from its junction with Lower Ford Street to its junction with A444) scheme has been delayed because of technical difficulties.
- 1.14 Longford Road, Bell Green Road and Burnaby ASE schemes became operational in February 2021, and to date, each location has experienced a significant increase in speed limit compliance and a reduction in personal injury collisions.
- 1.15 The Foleshill Road ASE scheme replaced the Sky Blue Way ASE proposal, and this scheme became operational in June 2021. To date, this scheme has experienced a reduction in vehicular speeds and personal injury collisions.

### **The data-led case for ASE**

- 1.16 Contributory factors attributed to the collisions at each of the locations (Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road) included vehicles travelling at excessive speeds and other factors associated with driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below.

**Table:** Location and Personal Injury Collisions

| Proposed ASE Location          | Personal Injury Collisions |       |         |
|--------------------------------|----------------------------|-------|---------|
|                                | Total                      | Fatal | Serious |
| Walsgrave Road                 | 27                         |       | 9       |
| Radford Road/ Keresley Road    | 16                         |       | 5       |
| Holyhead Road                  | 22                         | 1     | 3       |
| Tamworth Road                  | 13                         | 2     | 1       |
| Charter Avenue                 | 12                         |       | 2       |
| Kenilworth Road                | 8                          | 1     | 1       |
| Hearsall Common/ Hearsall Lane | 8                          |       | 2       |
| Allard Way                     | 7                          |       | 1       |
| Allesley Old Road              | 6                          | 1     | 1       |

1.17 Subject to approval and in accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the above nine ASE schemes in the 2021/22 and 2022/23 financial years.

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

2.1. Based on the rise and severity of personal injury collisions and the evidence from ASE schemes installed in Coventry and elsewhere, it is recommended to progress the installation of Average Speed Enforcement on Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road to reduce vehicular speeds and therefore reduce the severity of personal injury collisions if they do occur. It is therefore also recommended that the associated procurement process for the ASE equipment is undertaken together with collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).

2.2. Alternative speed management measures such as fixed safety cameras were considered. However this technology is not effective over a large stretch of road because fixed site cameras only focus on specific short sections of road. In addition, the technology used for fixed site cameras is dated and very expensive to operate and maintain. Additionally, traditional traffic calming measures (such as speed humps) are not suitable for high traffic volume routes, bus routes and emergency services.

## **3. Results of Consultation Undertaken**

3.1 No consultation has yet been undertaken,

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

4.1. If approved, the Walsgrave Road, Radford Road/ Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road ASE schemes will be installed in the 2021/22 and 2022/23 financial years.

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

### 5.1. Financial implications

The estimated capital cost of implementing the proposed new ASE schemes (Walsgrave Road, Radford Road/ Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road) is £600,000.

The implementation of the proposed new ASE schemes is to be funded:

1. From the remaining local safety scheme 2021-22 budget, approved by Cabinet on 9th March 2021 as part of the Transportation & Maintenance Capital Programme 2021/22
2. From future years local safety scheme capital budget. There is the option to accelerate some of the local safety scheme capital budget for 2022-23 if required;
3. From alternative funding streams that may become available.

Schemes will be prioritised and scheduled to remain within approved budgets as no additional budget approvals are being requested in this report.

The projected estimated running costs of existing and new average speed enforcement cameras are:

| <b>Financial Year Costs</b> | <b>2020-21<br/>£000</b> | <b>2021-22<br/>£000</b> | <b>2022-23<br/>£000</b> | <b>Total<br/>£000</b> |
|-----------------------------|-------------------------|-------------------------|-------------------------|-----------------------|
| <b>Existing Schemes</b>     | 20                      | 25                      | 32                      | 77                    |
| <b>Proposed Schemes</b>     | 0                       | 17                      | 30                      | 47                    |
|                             |                         |                         |                         |                       |
| <b>Total</b>                | <b>20</b>               | <b>42</b>               | <b>62</b>               | <b>124</b>            |

Therefore the estimated total annual on-going running cost of all ASE cameras in operation is £124k.

### 5.2. Legal implications

The effective operation of the ASE project requires the already agreed joint working agreement between Coventry City Council, West Midlands Police and the Police and Crime Commissioner. West Midlands Police currently enforce speed violations within the West Midlands region and shall, with the assistance and input of the Councils, supervise and be responsible for the processing of speed contraventions. The Back-Office Equipment will be linked to interface with the West Midlands Police Office Systems for processing in connection with the enforcement of any speed violations captured by the Equipment.

The expeditious timescales associated with the installation of ASE is dependent on adopting existing procurement mechanisms utilised by regional partners, including West Midlands Police. This involves the provision of the supply, installation and maintenance of the equipment for the project. Any procurements required will be undertaken in accordance with the Public Contract Regulations 2015 and the Council's internal Rules for Contract.

## 6. Other implications

### 6.1. How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The implementation of Average Speed Enforcement schemes would contribute to the City Council's objectives of

***A safer and more confident Coventry***- by encouraging drivers not to exceed the speed limit.

***Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be*** - encouraging drivers not to exceed the speed limit and making people feel safer.

### 6.2. How is risk being managed?

Governance is in place to oversee the implementation, monitoring and effectiveness of the Average Speed Enforcement (ASE) project.

### 6.3. What is the impact on the organisation?

None

### 6.4. Equalities / EIA

No formal equalities impact assessment has been carried out. However, it is not expected that there will be any disadvantage to persons with disabilities or any other relevant characteristics as there will be no change to the road network. The implementation of Average Speed Enforcement schemes should assist to improve the safety of all road users.

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

ASE will have a positive effect on the environment, as vehicular speeds will be standardised through the ASE zone. Vehicles travelling at a constant speed reduces excessive speeding and this reduces vehicle emissions.

### 6.6. Implications for partner organisations?

None



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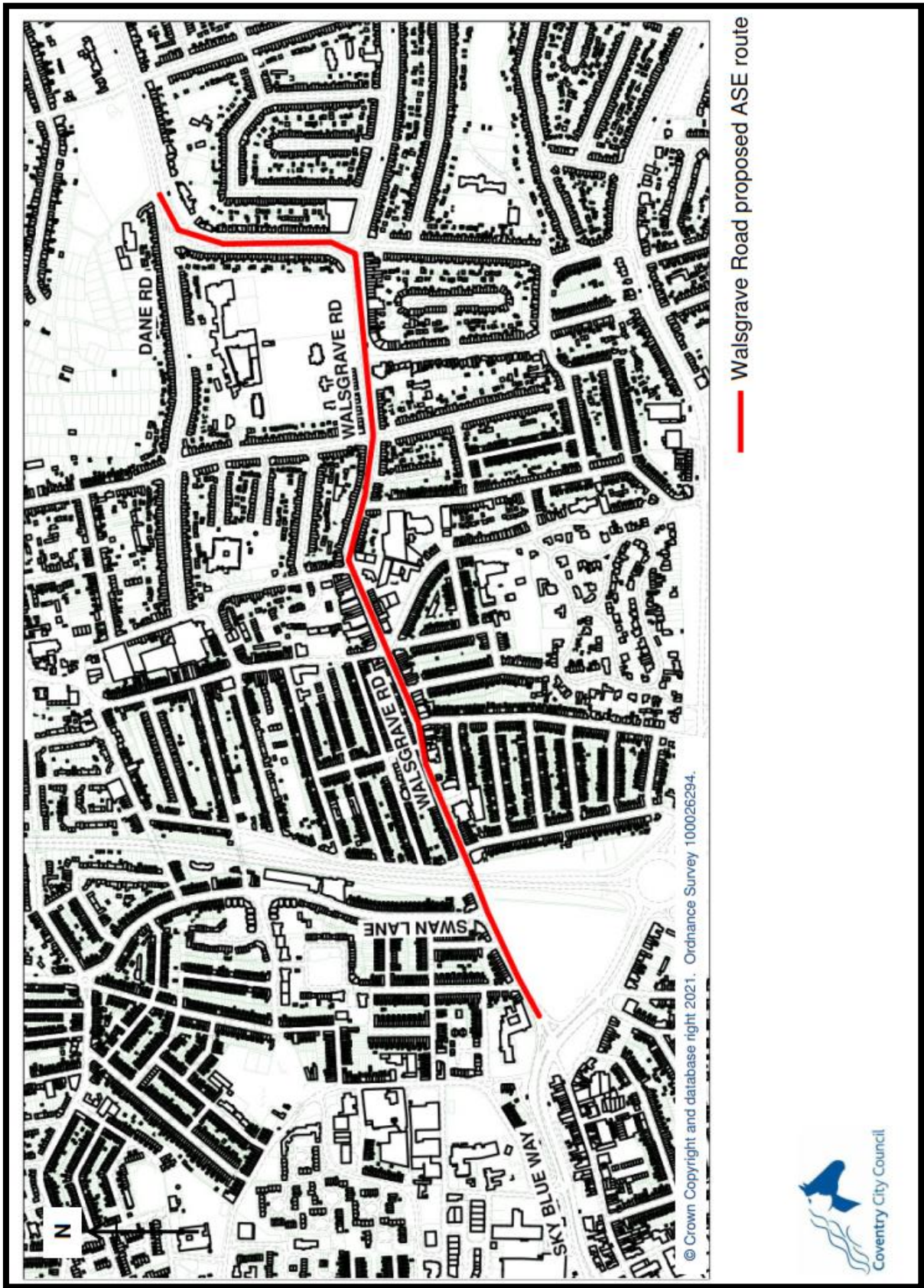
Enquiries should be directed to the above person.

| <b>Contributor/approver name</b>                  | <b>Title</b>                     | <b>Service</b>              | <b>Date doc sent out</b> | <b>Date response received or approved</b> |
|---|----------------------------------|-----------------------------|--------------------------|---|
| <b>Contributors:</b>                              |                                  |                             |                          |   |
| Rachel Goodyer                                    | Head of Traffic                  | Transportation and Highways | 30/11/21                 | 30/11/21                                  |
| Caron Archer                                      | Team Leader– Traffic Management  | Transportation and Highways | 30/11/21                 | 30/11/21                                  |
| Liz Knight  | Governance Services Officer      | Law and Governance          | 30/11/21                 | 30/11/21                                  |
| <b>Names of approvers: (officers and members)</b> |                                  |                             |                          |   |
| Graham Clarke                                     | Lead Accountant                  | Finance                     | 30/11/21                 | 30/11/21                                  |
| Rob Parkes  | Team Leader, Legal Services      | Law and Governance          | 30/11/21                 | 30/11/21                                  |
| Councillor P Hetherton                            | Cabinet Member for City Services | -                           | 30/11/21                 | 30/11/21                                  |

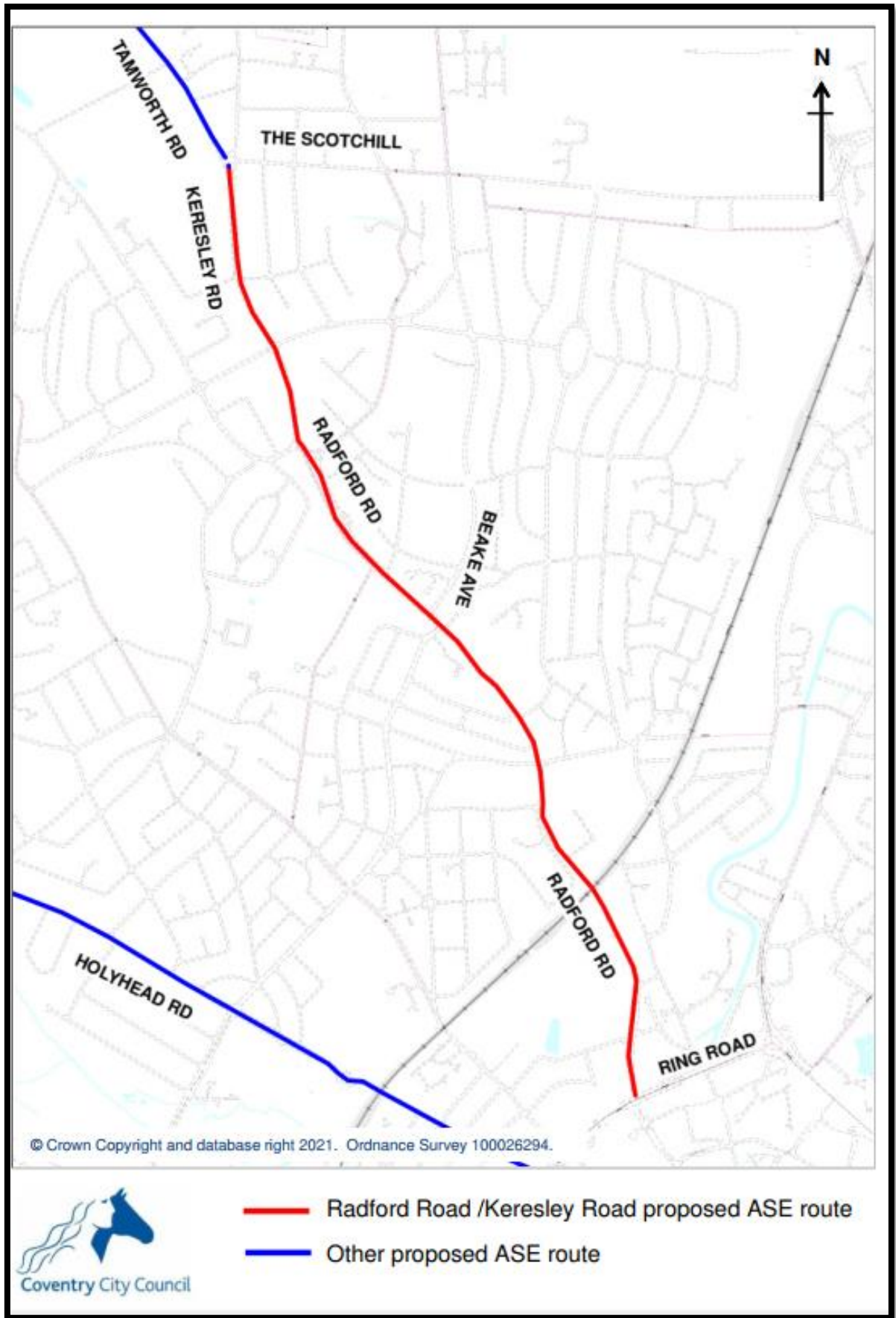
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# **APPENDIX A –Location Plans**

## **Proposed ASE – Walsgrave Road**

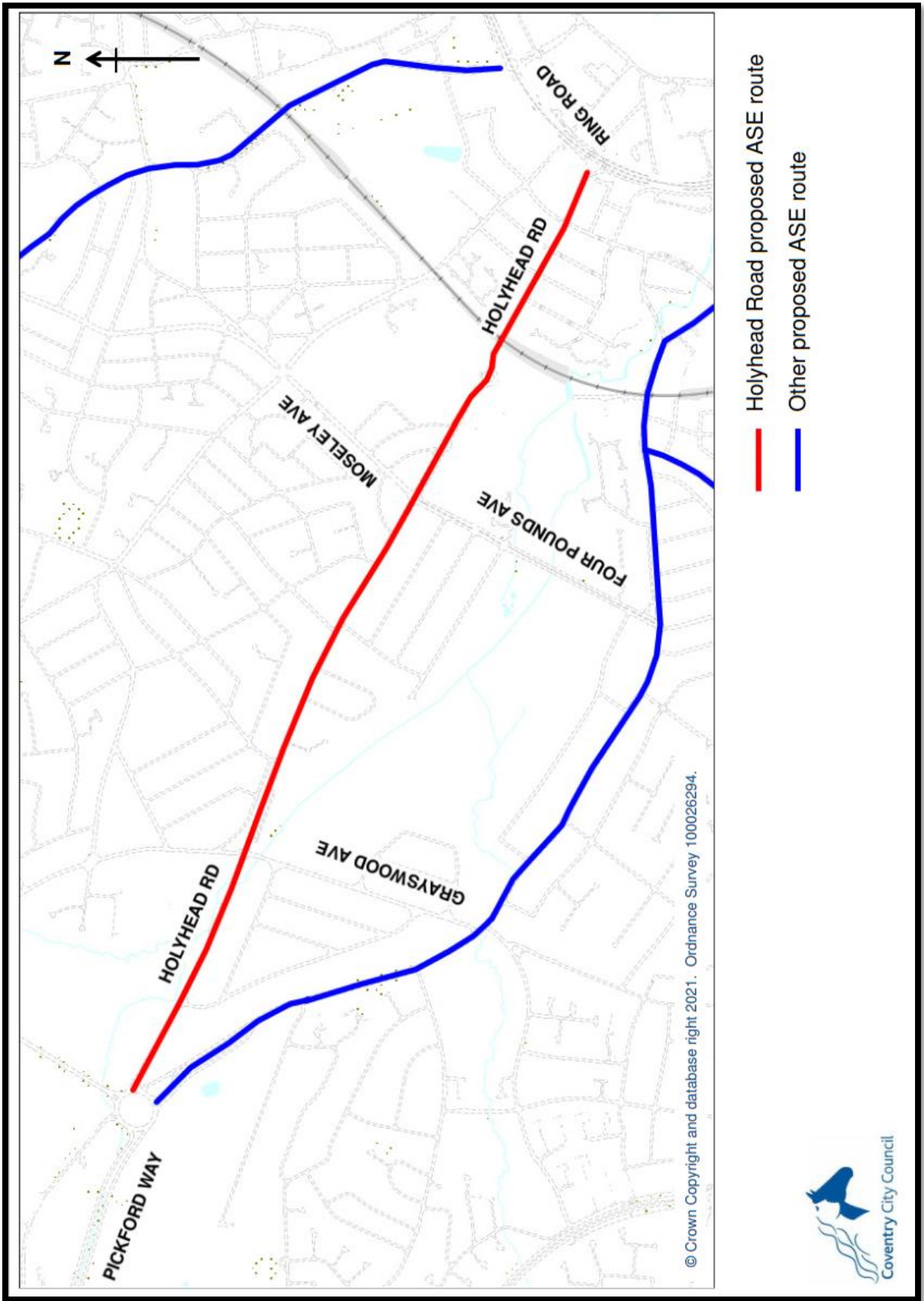


Proposed ASE – Radford/ Keresley Road

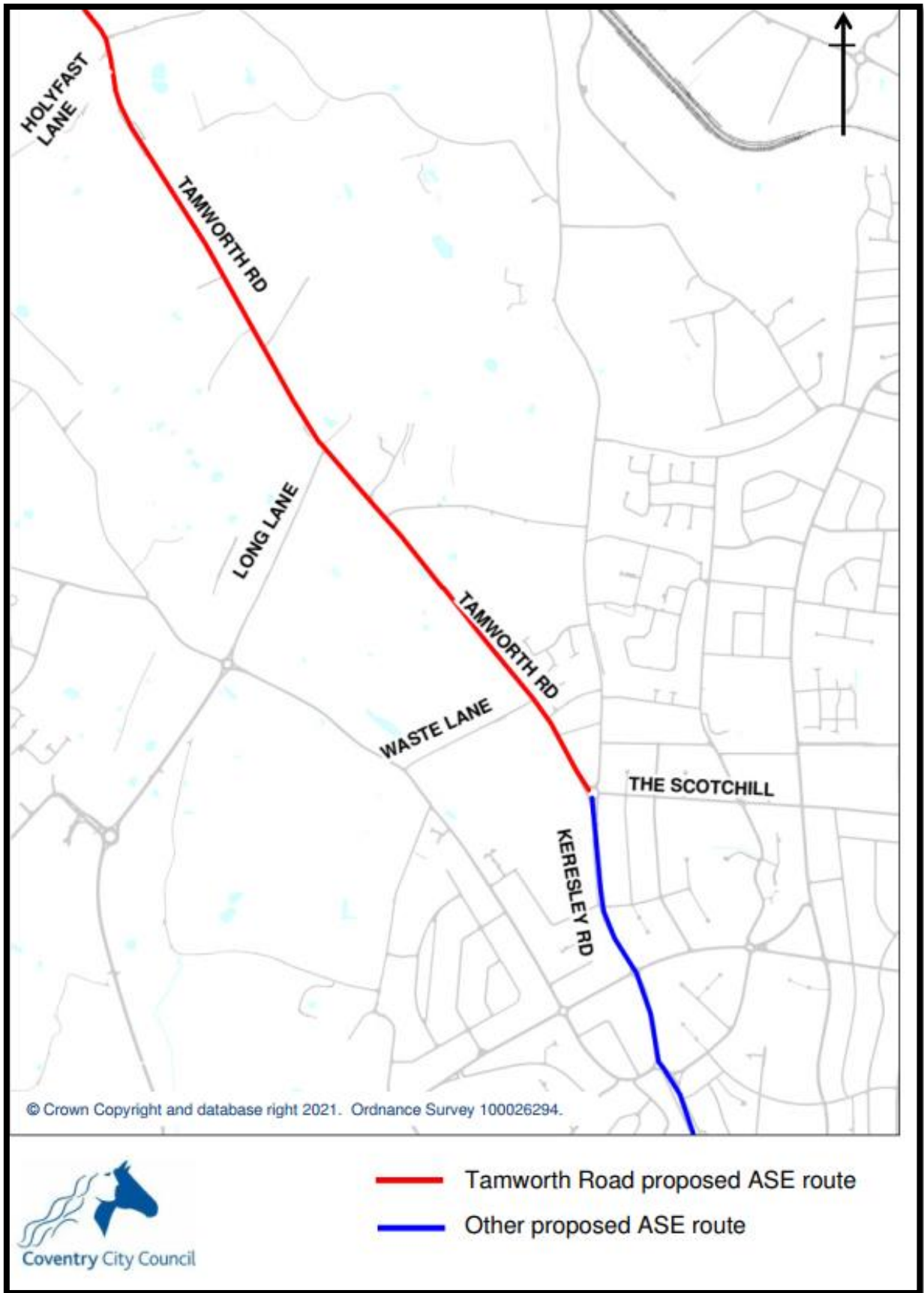


Proposed ASE – Holyhead Road



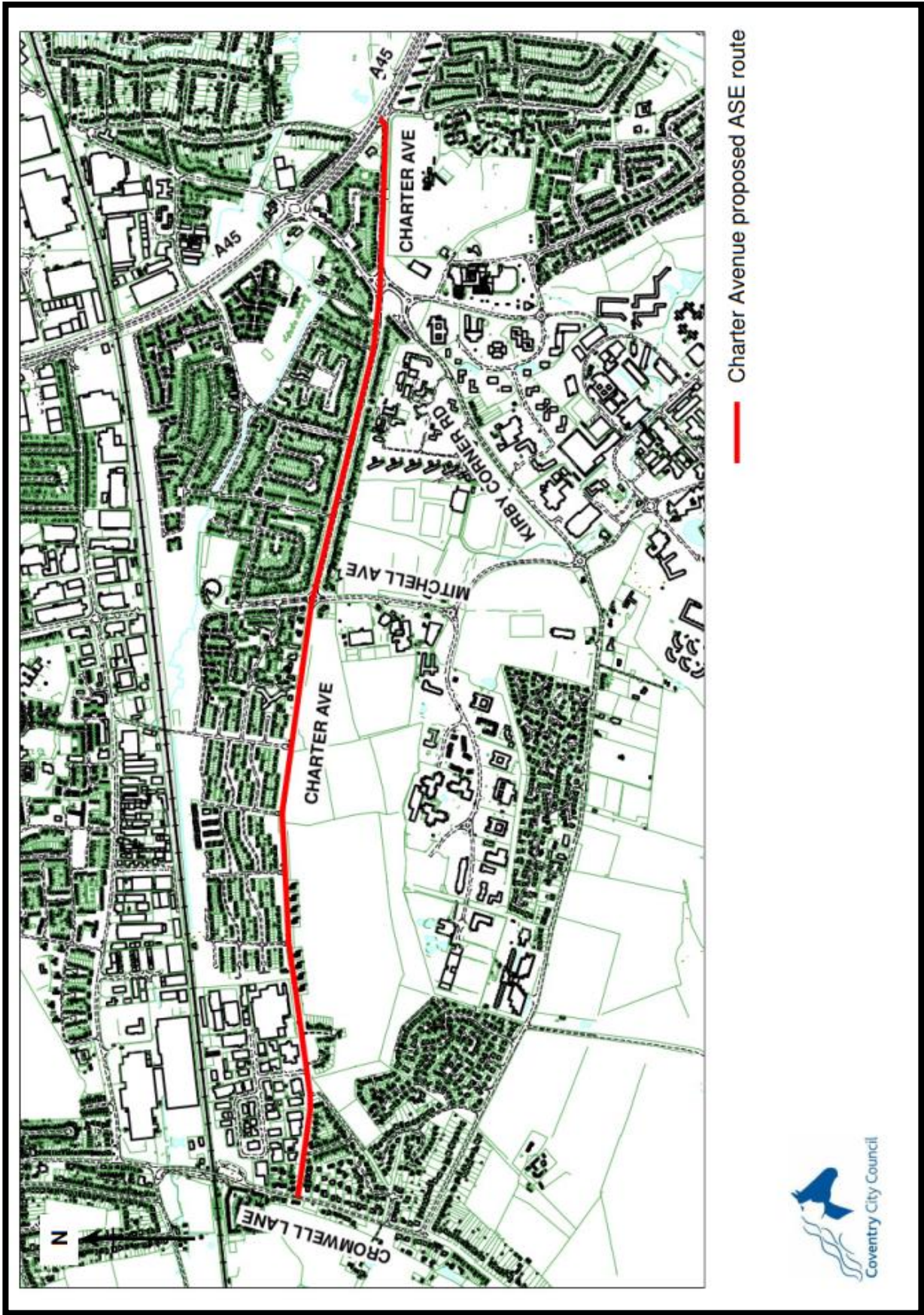


Proposed ASE – Tamworth Road



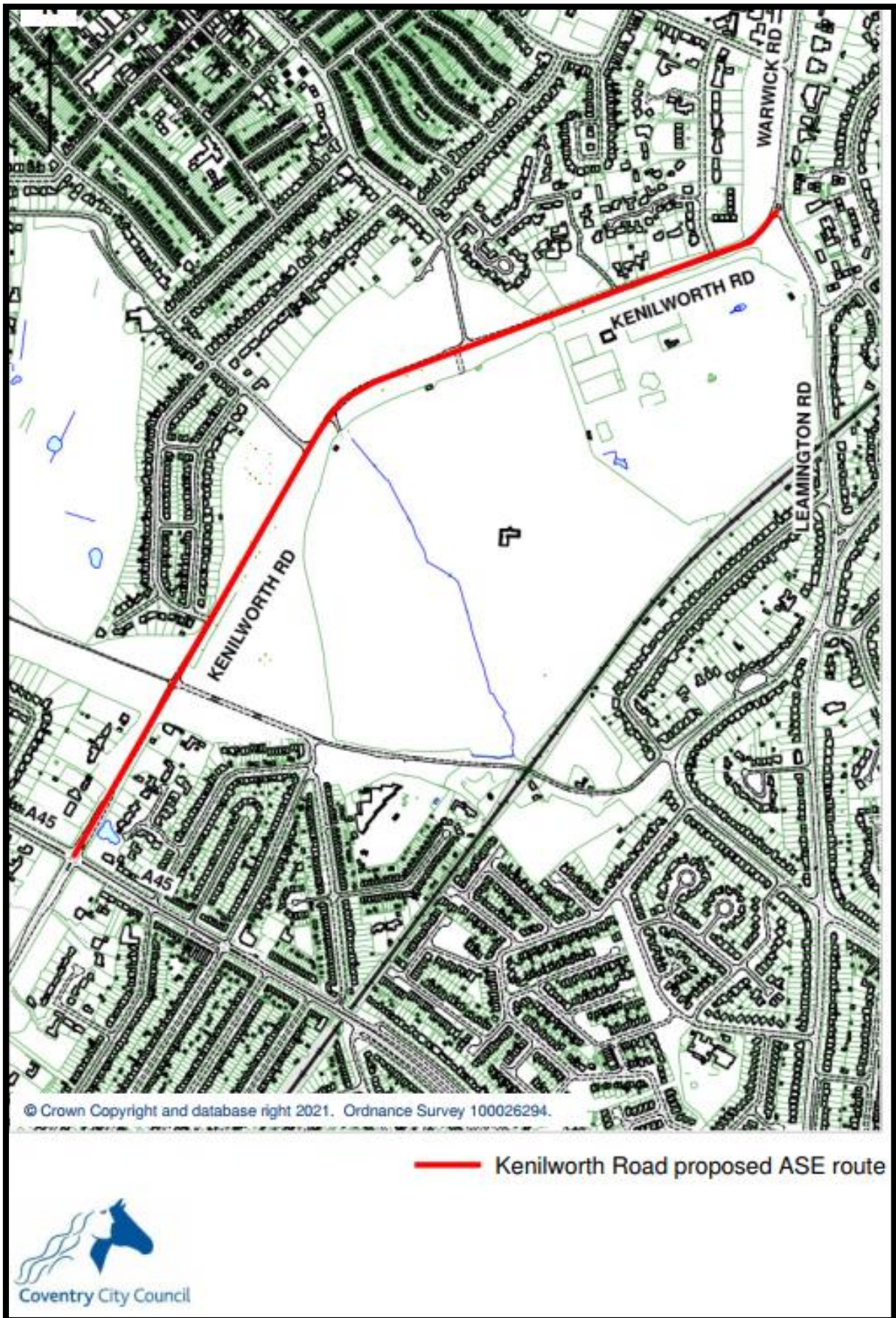
**Proposed ASE – Charter Avenue**





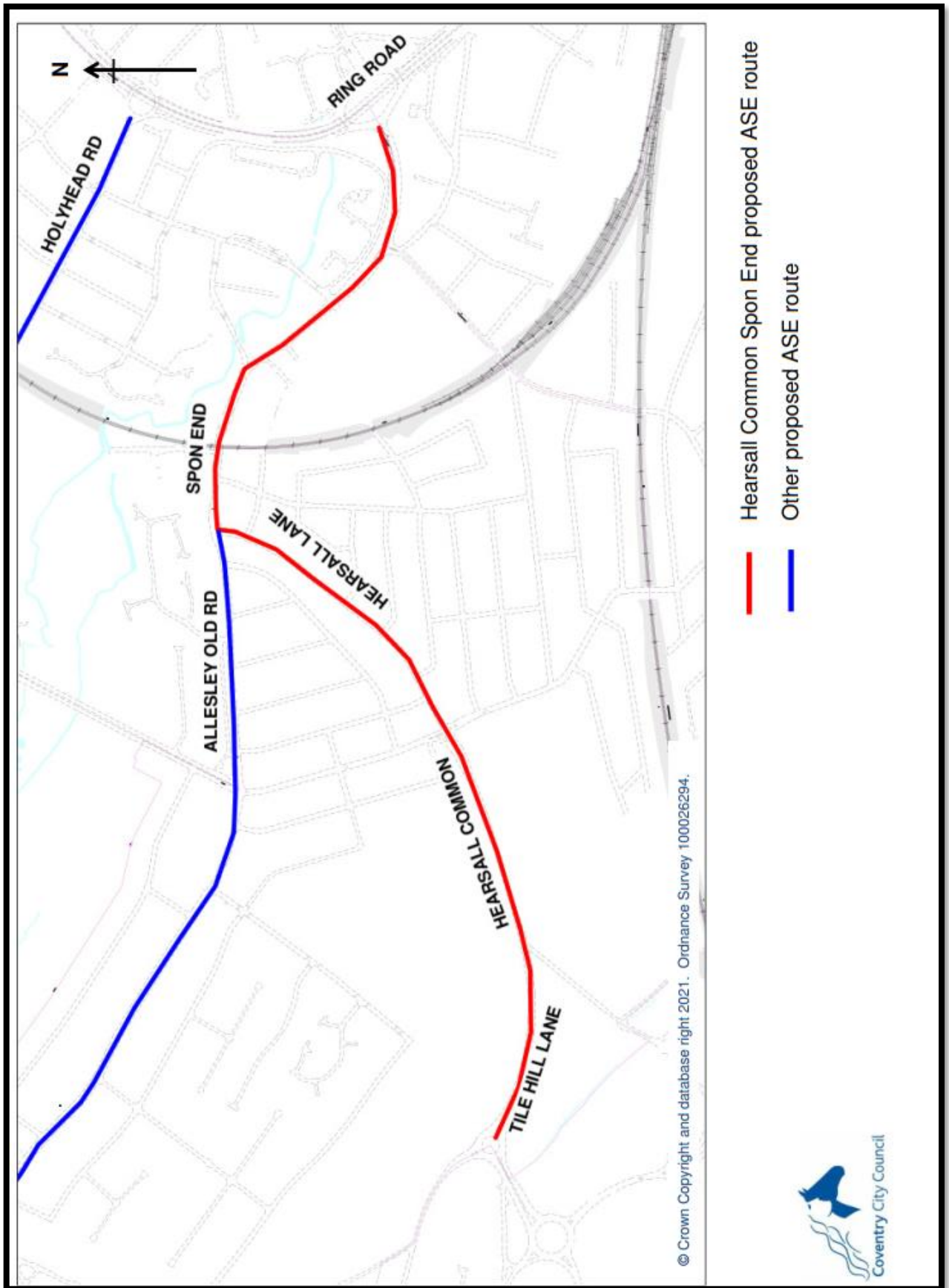
Proposed ASE – Kenilworth Road



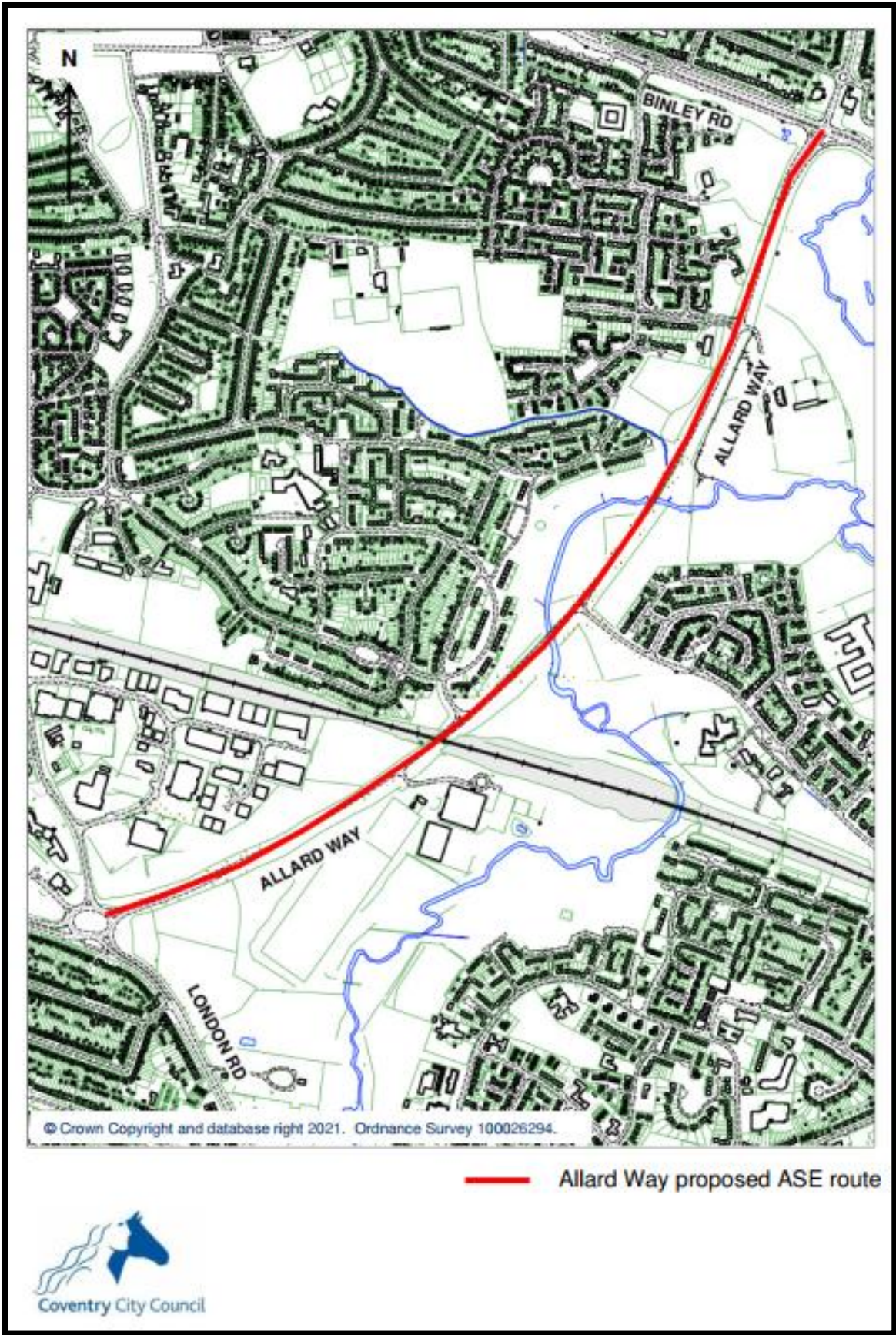


Proposed ASE – Hearsall Common/ Spon End



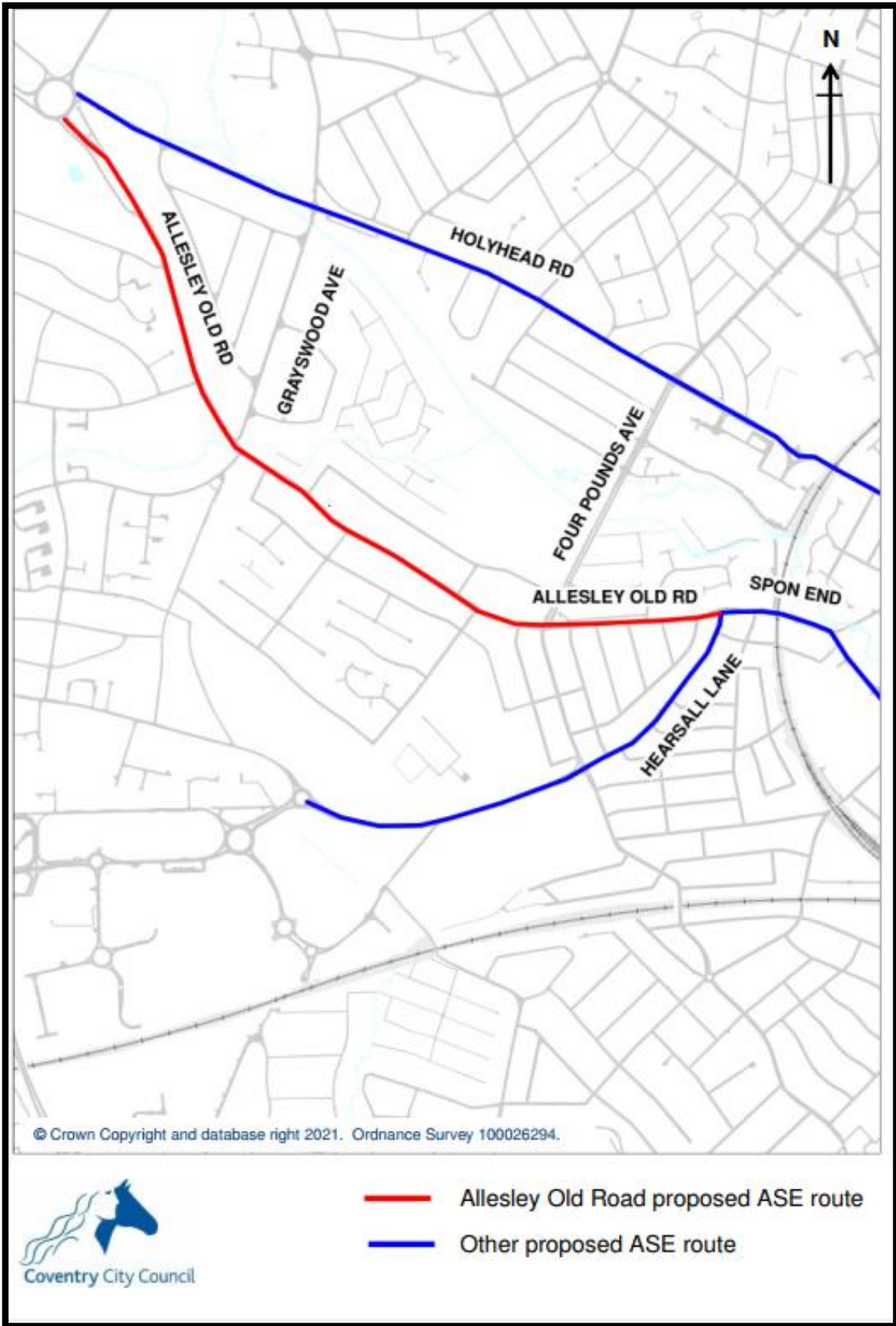


Proposed ASE – Allard Way



Proposed ASE – Allesley Old Road





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