



### **Cabinet Member for City Services**

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#### **Time and Date**

2.30 pm on Wednesday, 15th June, 2022

#### **Place**

Diamond Rooms 1 and 2 - Council House

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#### **Public Business**

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes**

(a) To agree the minutes of the meeting held on 6th April, 2022 (Pages 3 - 6)

(b) Matters Arising

4. **Petitions - Save Upper Hill Street** (Pages 7 - 14)

Report of the Director of Transportation and Highways

To consider the petitions regarding Save Upper Hill Street

(a) Petition bearing 950 signatures (e-signatures and hard copy signatures, petition reference E33/21) which is being supported by Councillor Simpson, a Sherbourne Ward Councillor, who has been invited to the meeting for the consideration of this item along with the petition organiser.

(b) Petition bearing 44 (hard copy signatures, petition reference 46/21) the petition organiser has been invited to the meeting for the consideration of this item.

5. **Designating Cycle Routes - Canal Basin Connections** (Pages 15 - 22)

Report of the Director of Transportation and Highways

6. **Results of Consultation on proposals for Hackney Carriage Fares 2022**  
(Pages 23 - 36)

Report of the Director of Streetscene & Regulatory Services

7. **Outstanding Issues**

There are no outstanding issues

8. **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

Tuesday, 7 June 2022

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

Membership:

Councillor P Hetherton (Cabinet Member)

Councillor G Lloyd (Deputy Cabinet Member)

By Invitation:

Councillor M Heaven (Shadow Cabinet Member)

Councillor L Bigham (Chair of Communities and Neighbourhoods Scrutiny Board (4))

Councillor R Simpson (Item 4 – Petition Save Upper Hill Street)

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**Michelle Salmon/Michelle Rose, Governance Services Officers,  
Email: michelle.salmon@coventry.gov.uk/  
michelle.rose@coventry.gov.uk**

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services**  
**held at 2.30 pm on Wednesday, 6 April 2022**

Present:

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

Other Members:                        Councillor M Heaven (Shadow Cabinet Member)  
  Councillor T Sawdon (for matter in minute 70)

Employees (by Service):

Law and Governance                O Aremu, M Rose, M Salmon

Transportation and                 J Logue  
Highways

Apologies:                               Councillor L Bigham  
  (Chair of Communities and Neighbourhoods Community  
  Scrutiny Board (4) – by invitation)

## **Public Business**

### **68.     Declarations of Interests**

There were no disclosable pecuniary interests.

### **69.     Minutes**

The minutes of the meeting on 7<sup>th</sup> March were agreed and signed as a true record. There were no matters arising.

### **70.     Objections to Proposed Road Safety Scheme - Cannon Hill Road Area**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that sought consideration of objections received to a proposed road safety scheme in the Cannon Hill Road Area of the city. The objectors and supporter had been invited to the meeting.

The Cannon Hill Road Area Road Safety Scheme was proposed in response to safety concerns raised by local residents and was being funded as part of the mitigation works relating to the nearby Warwick University expansion development plans.

Over the last few years, the Council had received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion. Feedback from residents coupled with observations by officers revealed these problems occurred predominantly in the morning and afternoon peak traffic flows. Observations revealed that some drivers were using Cannon Hill Road as a cut-through between Kenilworth Road and the A45.

There had been one personal recorded injury collision recorded in the last 3 years; therefore, the proposed scheme was not part of the Local Safety Scheme Programme prioritised on casualty reduction. The Scheme was proposed in response to the concerns raised by residents supported by Ward Councillors. In January 2021, residents were consulted on a possible Road Safety Scheme directly responding to the issues raised. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and speed tables. Although the majority of responses (68%) supported the proposed measures, some residents requested additional measures. Subsequently, the Scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Meryton Avenue.

The proposed Traffic Regulation Order (TRO) to make Cannon Hill Road a 20mph and the Notice of Intent (NOI) to install traffic calming measures was advertised on 13th January 2022, which commenced a 21-day statutory objection period. Nineteen objections and one letter of support were received. In accordance with the City Council's procedure for dealing with objections to TROs and schemes such as this, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

In addition, an e-petition with 135 signatories was received requesting that the road safety measures be expanded into Cannon Park Road. The Petition Organiser and the Petition Sponsor, Councillor M Heaven, a Wainbody Ward Councillor and Shadow Cabinet Member for City Services, together with Councillor Sawdon, also a Wainbody Ward Councillor, attended the meeting and outlined their concerns to the Cabinet Member.

The Petition Organiser expressed his disappointment that Cannon Park Road had not been included in the Scheme, particularly as residents had previously raised concerns about road safety along the road and many were supportive of it being included in the proposals. He referred previous petitions that had been submitted and also to communications to specific officers raising road safety concerns that had been sent in 2017/2018. He indicated that the road was currently subjected to speeding traffic and that 19 objections submitted to the Order and Petition bearing 135 signatures indicated the strength of feeling about this matter. He referred to the Scheme including 10 adjoining roads for which there had been no separate legal processes or separate Schemes and questioned why Cannon Park Road had not also been included. He suggested that any funding gap could be bridged by the Local Authority to enable a complete Scheme to be achieved rather than a separate Scheme for Cannon Park Road.

The Petition Organiser indicated that Cannon Hill Road was used as a cut through to eliminate the need for motorists to sit at the traffic lights at the A45 junction and that implementing a road safety scheme on Cannon Hill Road would likely

encourage drivers to seek an alternative route via Cannon Park Road. He further indicated that a formal Order along Cannon Park Road was required as 20mph signage alone was not likely to resolve the situation.

In response, the officer acknowledged that there had been previous petitions received for Cannon Park Road which related to parking issues and had been resolved through the implementation of a residents parking scheme.

The Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion, with problems predominantly at peak times in the morning and afternoon. The proposed Scheme and area of implementation was in direct response to issues raised by residents supported by Ward Councillors and was not part of the Local Authority's Local Safety Scheme Programme which was prioritised using personal recorded injury collision data, which informed the type and extent of a local safety scheme. The Cannon Hill Road area and Cannon Park Road did not meet the criteria for a local safety scheme.

In January 2021, following meetings organised by Ward Councillors residents were consulted on a possible Road Safety Scheme on Cannon Hill Road (the area of concern highlighted by residents), the proposed measures included to reduce the speed limit to 20mph and to install speed cushions and raised tables. The majority respondents supported the measures with some residents requesting they be expanded, subsequently the scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Merynton Avenue. The safety measures were proposed to be installed in the Cannon Hill Road Area as part of mitigation measures relating to the Warwick University Expansion Development Plan and the Scheme would be funded from Warwick University as part of a Section 106 financial contribution and would be used to mitigate the impact of these changes on residents.

The Cabinet Member sought and received clarification from the Legal Officer that a Section 106 Agreement was a payment of money for something specific agreed prior to the Section 106 financial contribution being made and its use could not be diverted or extended.

Councillor Sawdon suggested that the implementation of a temporary 20mph speed limit along Cannon Park Road be considered with the possibility of a future Road Safety Scheme in the future, following monitoring.

Councillor Heaven referred to the ongoing issues residents experienced in the wider area around Warwick University that included Cannon Park Road, and that the information may have been miscommunicated to them during the original discussions in 2017. She indicated that the roads included in the Traffic Regulation Order were only part of the problem. Councillor Heaven suggested that the cost to extend the traffic calming be investigated and that further discussions with Warwick University regarding the possibility of any further 106 funding to support a road safety scheme on Cannon Park Road be pursued. She further suggested that the implementation of a temporary 20mph speed limit along Cannon Park Road would help whilst discussion and investigations were taking place.

Having heard the concerns of the petition organiser supported by the Wainbody Ward Councillors, the officer's response and the legal advice provided, the Cabinet Member agreed that the Cannon Hill Road Road Safety Scheme be implemented as advertised and that, separate to this Scheme, officers install an Experimental Traffic Order to install a 20mph speed limit on Cannon Park Road comprising signage and carriageway markings (20mph roundels). The Experimental Order would enable officers to monitor the impact over a 6-month period before considering any extension of the experimental period, up to 18 months, or make the 20mph speed limit permanent. A Vehicle Activated Sign to inform drivers of the speed limit would also be installed. Following due process, residents would be informed of the proposals. In addition, she supported Wainbody Ward Councillors contacting Warwick University regarding the possibility of any further 106 funding to support a road safety scheme on Cannon Park Road.

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

- 1) **Notes the objections to the 20mph speed limit and traffic calming measures.**
- 2) **Approves the implementation of the 20mph speed limit and installation of speed cushions and speed tables (Cannon Hill Road Area road safety scheme).**
- 3) **Requests that officers install an Experimental Traffic Order (ETRO) to install a 20mph speed limit on Cannon Park Road (installed as a separate scheme to Cannon Hill Road) comprising signage and carriageway markings (20mph roundels). The ETRO will enable officers to monitor its impact over a 6-month period before considering to extend the experimental period (up to 18 months) or make the 20mph speed limit permanent. A Vehicle Activated Sign to inform drivers of the speed limit will also be installed. In addition, Wainbody Ward Councillors to contact Warwick University regarding the possibility of any further 106 funding to support a road safety scheme on Cannon Park Road.**

71. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.30 pm)



Cabinet Member for City Services

15<sup>th</sup> June 2022

**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:**

Sherbourne

**Title:**

Petitions - Save Upper Hill Street

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**Is this a key decision?**

No

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**Executive Summary:**

Two petitions (E33/1 and E46/21) have been received in respect of Upper Hill Street. These call for the Council to abandon plans to open Upper Hill Street to through traffic. These petitions received 950 and 44 signatures.

In accordance with the City Council's procedure for dealing with petitions, these are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petitions prior to this meeting and requested that the petitions were dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that the petitions be added to the record of the public consultation carried out in November and December 2021. On receipt of the determination letters the petition organisers advised that they wanted the matter considered at a Cabinet Member for City Services meeting.

In accordance with the Council's procedure for dealing with petitions, these petitions will be heard by the Cabinet Member for City Services at a meeting on 15<sup>th</sup> June 2022.

Since 2017 the Council has been working closely with the Government's Joint Air Quality Unit (JAQU) to develop an action plan to reduce NO<sub>2</sub> levels below the legal limit of 40ug/m<sup>3</sup> in the shortest possible time.

The Council developed a Local Air Quality Action Plan (LAQAP) following consultation in 2019

and 2020. To develop the plan, around fifty individual packages of measures have been assessed using traffic and air quality models, with the resulting preferred option being approved by Cabinet in July 2020. A Full Business Case for that option was submitted to Government's Joint Air Quality Unit (JAQU) in December 2020 following further approval from Cabinet. A further consultation was held in November and December 2021 on the details of the infrastructure schemes which form a key part of the approved package of measures.

The mandated scheme which forms part of the legal Direction (Environment Act 1995 (Coventry City Council) Air Quality Direction 2021), issued by Government in May 2021, is a left in and left out junction arrangement that links Upper Hill Street to the slip road at Junction 8 of the A4053 Ringway. As part of the public consultation carried out in November and December 2021, the Council shared an alternative left in only option at Upper Hill Street.

The LAQAP measures allow Coventry City Council to achieve its legal obligations under the Direction without the need for a Clean Air Zone (CAZ), which would require all non-compliant vehicles entering the zone to be charged. With a daily charge of £12.50 for private cars and an impact on an area where 82,000 residents live, a CAZ would have had severe economic and social impacts for the city.

During the public consultation there was significant opposition to the proposed left in only option. Local residents, St Osburg's School, and St Osburg's Church all voiced significant opposition.

Construction of the new junction between the Ringway and Upper Hill Street represents some significant engineering and programming difficulties. In particular, the impact of major services on cost and programme has become more apparent as site investigation works have been carried out as part of the detailed design process. Additionally, the construction of the left in only option requires the re-dedication of some school land as highway, which requires the approval of the Secretary of State for Education.

The Council is investigating alternative engineering options that can achieve the required reduction in NO<sub>2</sub> levels to meet the outcome required in the Ministerial Direction, but which can be delivered quicker than the current proposals. However, any change would be subject to agreement by JAQU and the Council would need to go through a formal change process to get this agreed.

### **Recommendations:**

Cabinet Member for City Services is recommended to:

1. Consider the petitions that have been raised in objection to the construction of a junction from the Ringway into Upper Hill Street
2. Note that work is continuing to seek a solution that can be delivered in a shorter time and with less impact on Upper Hill Street.

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

Appendix A – Plan of Upper Hill Street works

### **Background Papers**

None

### **Other useful documents:**

Coventry Local Air Quality Action Plan – Cabinet Reports and Minutes of meetings held on 20 July 2020 and 1 December 2020.

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

No – this report is not being submitted to Scrutiny, however a briefing note and presentation on this matter was considered by the Business, Economy and Enterprise Scrutiny Board (3) on 4th November 2020, who supported the progress made and the implementation of the Coventry Local Air Quality Action Plan.

**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:** Upper Hill Street Petitions

## **1. Context (or background)**

- 1.1 Two petitions (E33/1 and E46/21) have been received in respect of Upper Hill Street. These call for the Council to abandon plans to open Upper Hill Street to through traffic
- 1.2 A new junction between the A4053 Ringway and Upper Hill Street is proposed as part of the works to address air quality exceedances in Coventry. These works are part of the Local Air Quality Action Plan(LAQAP) that has been mandated under a legal Direction issued by Government; Environment Act 1995 (Coventry City Council) Air Quality Direction 2021.
- 1.3 In November and December 2021, residents and other stakeholders were consulted regarding the detail of the LAQAP schemes. There was considerable public opposition to the proposed works in Upper Hill Street; specifically, representatives of St Osburg's School and St Osburg's Church expressed concerns regarding the impact of the works.
- 1.4 The construction of the proposed works faces significant engineering challenges such as diversion works to major utility apparatus, and the need for piled foundations to support the new widened slip road. In addition, there is need for a small area (110m<sup>2</sup>) of land which is currently within the boundary of St Osburg's School to be dedicated as highway.

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

- 2.1 The scheme for Upper Hill Street, which is mandated under the Direction, is to construct a new junction which provides left in and left out access from the Ringway to Upper Hill Street. This option requires additional land to construct, would require the removal and reconstruction of the historic sandstone wall, would require the removal of a line of mature trees and would require major utility diversions: gas, water and a major BT trunk main. The works would have been very disruptive in Upper Hill Street and the excavations would have extended to near the entrance to St Osburg's School.
- 2.2 Due to the issues with the construction of the mandated option, the Council have sought alternatives. The option presented during the public consultation in November and December 2021 was a left in only option from the Ringway to Upper Hill Street. This option included widening of the slip road from Junction 8 so that it could accommodate two lanes; one linking into Upper Hill Street and the second linking onto the Ringway. A new retaining wall would be constructed to allow the levels on the link to Upper Hill Street to be raised along the slip road and minimise the need for major excavations and impact on services in Upper Hill Street.
- 2.3 Additional investigation works on the second option has highlighted that the new widened slip road would have to be piled due to poor ground conditions. This piling would add additional costs but there would also be an impact on the Ringway, which would require closure while the piling was carried out. The option lessens the impact on services but does not eliminate it, especially on the water mains.
- 2.4 The left in only option also requires the re-dedication of a small area of land as highway, which is currently within the boundary of the St Osburg's School. This land would need to be re-dedicated from educational purposes and this re-dedication requires approval from the Secretary of State for Education.
- 2.5 The Council is currently working on alternative solutions that avoid the need for the difficult and expensive engineering works in Upper Hill Street. These options are currently undergoing further modelling work to verify that they achieve the air quality improvements required.

2.6 Page changes will also be subject to a formal change control process with JAQU. Discussions on

the principle of change has commenced but resolution is likely to take some time.

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

- 3.1 A public consultation was undertaken in November and December 2021 regarding the details of the Air Quality scheme. This consultation included a number of face to face sessions. These were held at the Koco Centre in Spon End, the Albany Theatre in Butts Road and St Osburgs Church in Upper Hill Street. In all 40 people attended the face to face sessions, including parties and individuals who support the petitions. Additionally, meetings were held with Bablake School, St Osburgs School and Church and Chapelfields Area Residents and Traders Association (CARTA).
- 3.2 The consultation material was viewed by 2,200 people, with around 300 people completing the questionnaire or responding direct in writing or in person at drop-in events. Of those responding to the questionnaire, 56% did not consider that the Upper Hill Street scheme will improve air quality, and specific concerns were raised about the impact on schoolchildren attending St Osburg's School as well as the impact on activities at the churches on Upper Hill Street.
- 3.3 Two petitions (E33/21 and E46/21) were received by the Council objecting to the proposals.

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

- 4.1 Investigation of options and agreement of any changes with JAQU is likely to take a number of months to resolve. The Council cannot control JAQU's timetable and neither can the Council be sure that JAQU will agree any changes.

### **5 Comments from Chief Operating Officer (Section 151 Officer) and Comments from the Director of Law and Governance**

#### **5.1 Financial implications**

All costs associated with the prohibition of parking are funded via Government Grants; the Air Quality Implementation Fund and the Transforming Cities Fund.

#### **5.2 Legal implications**

Pursuant to Environment Act 1995 (Coventry City Council) Air Quality Direction 2021) , the Council is under a legal obligation to address NO<sub>2</sub> exceedance in the city, in the shortest possible time.

### **6 Other implications**

#### **6.1 How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))?**

The proposed works form part of the Local Air Quality Action Plan. This LAQAP is in response to the Government Direction to improve air quality in Coventry in the shortest possible time.

#### **6.2 How is risk being managed?**

None

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

None

#### **6.4 Equalities / EIA**

The air quality schemes will have a positive benefit for all residents and workers in Coventry.

#### **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:

Gerry Raleigh, Programme Manager Transport & Infrastructure

#### Directorate:

Place

#### Tel and email contact:

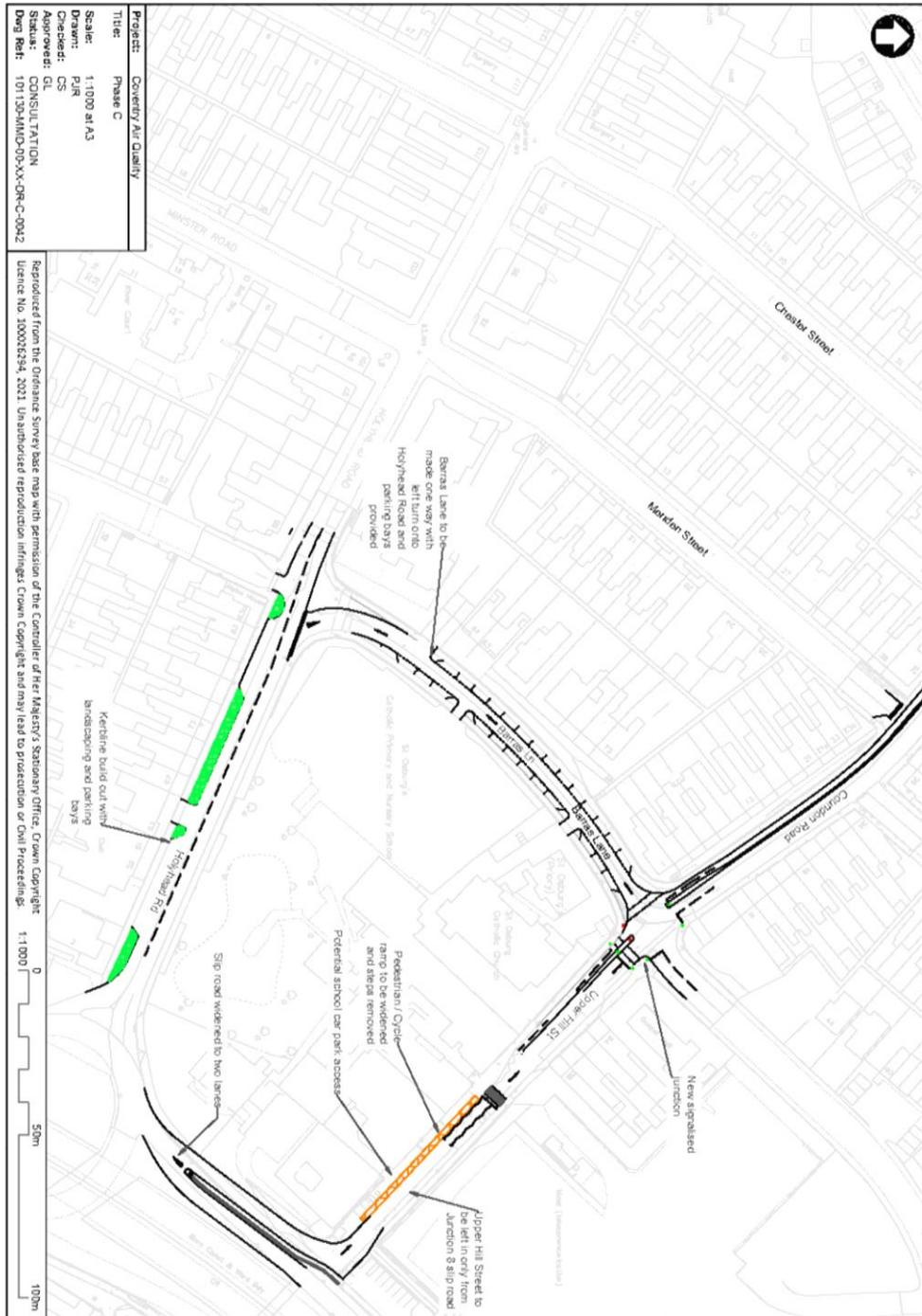
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
<b>Contributors:</b>				
Gerry Raleigh	Programme Manager	Transportation and Highways	30/5/2022	N/A
John Seddon	Head of Highways and Innovation	Transportation and Highways	30/5/2022	1/6/2022
Michelle Rose	Governance Services Officer	Governance Services & Scrutiny	30/5/2022	31/5/2022
<b>Names of approvers: (officers and members)</b>				
Sunny Heer	Lead Accountant	Corporate and Finance	30/5/2022	31/5/2022
Rob Parkes	Team Leader	Law and Governance	30/5/2022	31/5/2022
Colin Knight	Director of Transportation and Highways	Transportation and Highways	30/5/2022	1/6/2022
Councillor P Hetheron	Cabinet Member for City Services			7/6/22

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# Appendix A – Plan of Proposed Works at Upper Hill Street



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Cabinet Member for City Services

15 June 2022

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherington

**Director Approving Submission of the report:**

Director of Transportation and Highways

**Ward(s) affected:**

Wainbody, St Michael's, Radford

**Title:**

Designating cycle routes – Canal Basin Connections

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**Is this a key decision?**

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

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**Executive Summary:**

Through the government's Emergency Active Travel Fund programme, a temporary cycle route linking the city centre to Coventry Canal Basin was provided from Upper Well Street to Leicester Row. This report seeks approval to make this permanent by creating sections of segregated 'cycle track' utilising the Council's powers under the Highways Act. The report also seeks approval to create a shared 'cycle track' from Draper's Field to the Canal Towpath entrance on Leicester Row and from Friargate Boulevard to Greyfriars Road to connect to the station. This forms part of a cycle route from the station to the canal towpath for the Commonwealth Games.

**Recommendations:**

The Cabinet Member is requested to approve the creation of the cycle tracks shown in figures 1, 2 and 3.

**List of Appendices included:**

None

**Background papers:**

City of Coventry (Ringway St Nicholas & Upper Well Street) (Two Way Cycle Lane)  
(Experimental) Order 2021  
[https://www.coventry.gov.uk/downloads/download/6580/city\\_of\\_coventry\\_ringway\\_st\\_nicholas\\_and\\_upper\\_well\\_street\\_two\\_way\\_cycle\\_lane\\_experimental\\_order\\_2021](https://www.coventry.gov.uk/downloads/download/6580/city_of_coventry_ringway_st_nicholas_and_upper_well_street_two_way_cycle_lane_experimental_order_2021)

Designating Cycle Routes, December 2020

<https://edemocracy.coventry.gov.uk/documents/s48981/Designated%20Cycle%20Routes%20-%20Canley%20and%20City%20Centre.pdf>

**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: Canal Basin Connections

## **1. Context (or background)**

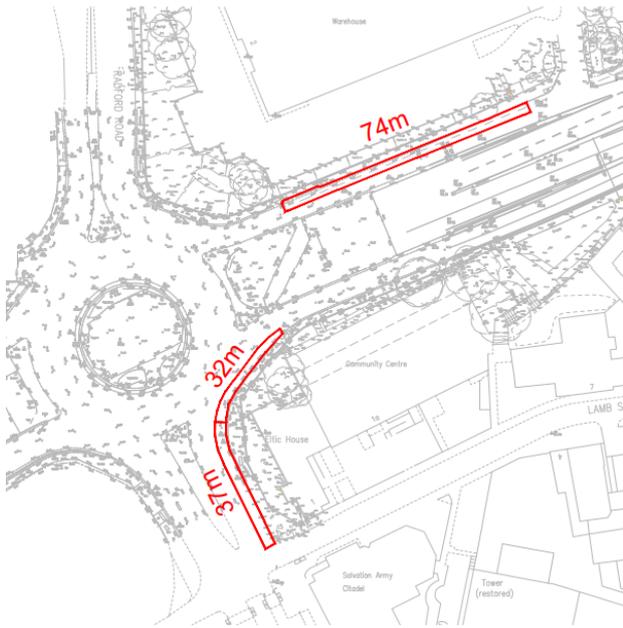
- 1.1 Through the government's Emergency Active Travel Fund programme, a temporary cycle route linking the city centre to Coventry Canal Basin was provided from Upper Well Street to Leicester Row. This report seeks approval to make this permanent by creating sections of segregated 'cycle track' utilising the Council's powers under the Highways Act. The report also seeks approval to create a shared 'cycle track' from Draper's Field to the Canal Towpath entrance on Leicester Row and from Friargate Boulevard to Greyfriars Road to connect to the station. This forms part of a cycle route from the station to the canal towpath for the Commonwealth Games.

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

- 2.1 Options for the provision of a permanent route between Upper Well Street in the City Centre and the Canal Basin on Leicester Row have been considered. This has been necessary as cycling is not permitted across Canal Basin Bridge due to the narrow bridge deck. A previous scheme to provide a crossing of the Ring Road was rejected previously.
- 2.2 The preferred option shown in figure 1 creates a permanent 2 way cycle track on Upper Well Street Lamb Street junction, Ringway Junction 9, Ringway St Nicholas anti-clockwise off slip (nearside lane) and Ringway St Nicholas clockwise on slip (nearside lane). This retains 2 vehicle lanes on the anti-clockwise off slip and one lane on the clockwise on slip as now.
- 2.3 The Canal Towpath provides a route for visitors to access the Commonwealth Games. There is only one access point to the Canal Towpath from Leicester Row so the preferred option shown in figure 2 converts a section of footway from Draper's Field to Leicester Row to cycle track.
- 2.4 To assist visitors to the Commonwealth Games a designated cycle route is proposed across Greyfriars Green provides a more direct route for people cycling. The preferred option shown in figure 3 converts a section of footway (Freemans Way) between Friargate Boulevard and Warwick Row to cycle track.
- 2.5 Pursuant to Section 329 of the Highways Act 1980 a 'Cycle Track' is defined as means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the [Road Traffic Act 1988](#)) with or without a right of way on foot;

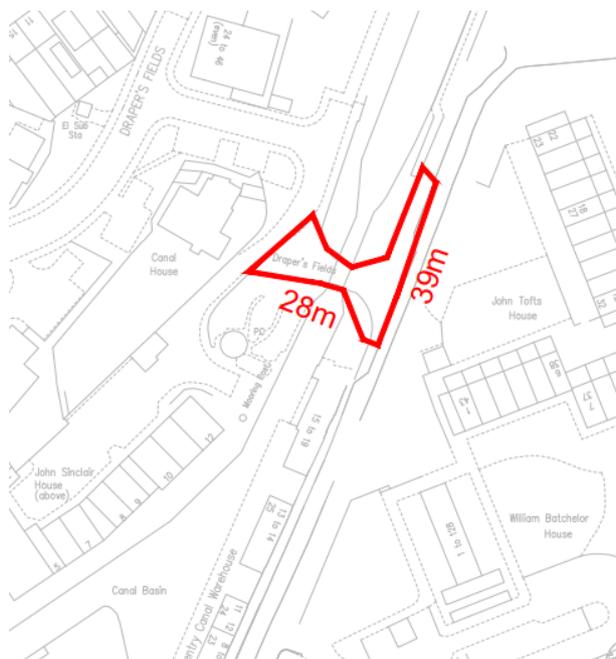
Location Plans:

Figure 1: Location Plan - Upper Well Street and Ringway Junction 9



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Figure 2: Draper's Fields and Leicester Row



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This is the first stage of a wider transport package which will be subject to further consultation and grant funding to deliver.

## **5.2 Legal implications**

As a local highway authority, the Council has powers pursuant to s.65 and s.66 of the Highways Act 1980 that allow it to alter the widths of footways and to create cycle tracks. Under the Council's Constitution, these powers are not delegated to officers.

## **6. Other implications**

None

### **6.1 How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))?**

These proposals support the Council's core aims, as set out in the Council Plan, by: improving health and wellbeing by helping local residents lead healthier lifestyles by increasing the opportunities for cycling. In addition, the works will promote the growth of a sustainable economy by helping local people to access employment opportunities and also increase access to arts, sports and cultural opportunities

### **6.2 How is risk being managed?**

There are no significant risks associated with the project. Works are minimal and low risk. The overall costs are also relatively low, and any additional costs can be managed within the budget available.

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

None

### **6.4 Equality Impact Assessment (EIA)**

An Equality Impact Assessment has been undertaken for the Canal Basin Connection and no adverse negative impact was identified. The other schemes are similar. Further monitoring and evaluation is to be undertaken and the schemes will be subject to amendment if required.

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

The works will have a positive impact on the environment by improving the cycle network within, making cycling a more attractive travel option for local journeys, thereby encouraging modal shift from car to cycling for such journeys.

### **6.6 Implications for partner organisations?**

None

**Report author(s):**

**Name and job title:**

John Seddon – Head of Transport and Innovation

**Directorate:**

Transportation and Highways

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<b>Contributor/approver name</b>	<b>Title</b>	<b>Service Area</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
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John Seddon	Head of Transport and Innovation	Transportation and Highways	1.06.22	6.06.22
Caron Archer	Senior Engineer Traffic Management	Transportation and Highways	1.06.22	6.06.22
<b>Names of approvers for submission: (officers and members)</b>				
Finance: Ewan Dewar	Lead Accountant		1.06.22	1.06.22
Legal: Rob Parkes	Team Leader (Place)	Law and Governance	1.06.22	6.06.22
Director: Colin Knight	Director Transportation and Highways		1.06.22	6.06.22
Members: Councillor Hetherton	Cabinet Member City Services		6.06.22	6.06.22

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Cabinet Member for City Services

15<sup>th</sup> June 2022

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of Streetscene & Regulatory Services

**Ward(s) affected:**

All Wards

**Title:**

Results of Consultation on proposals for Hackney Carriage Fares 2022

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**Is this a key decision?**

'No – Although the matter will affect all Wards in the City, it is not anticipated that the impact will be significant'

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**Executive Summary:**

Following a three-week consultation period with the entire Coventry City Council trade four proposals of fare increase were considered and the results are detailed in at Appendix A. Comments by the trade detailed in Appendix B.

**Recommendations:**

The Cabinet Member for City Services is recommended to:

1. Consider the results of the consultation
2. Approve one of the four proposals, subject to advertising and objections.

**List of Appendices included:**

Appendix A – Results of the consultation

Appendix B – Comments by the trade on the consultation

**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:**

Results of Consultation on proposals for Hackney Carriage Fares 2022

**1. Context (or background)**

1.1 Hackney Carriage fares are regulated by the City Council. The last increase was implemented in September 2014. Although the City Council has no power to directly regulate private hire fares, it is custom and practice in Coventry for private hire fares to reflect hackney carriage fares. The justification for local authorities being able to regulate Hackney Carriage fares is that customers hailing taxis from the street or from a rank have little or no bargaining power.

1.2 A three-week consultation has been carried out with the entire trade (hackney carriage drivers, private hire drivers, hackney carriage vehicle proprietors, private hire vehicle proprietors and private hire operators).

**2. Options considered and recommended proposal**

2.1 Four options to increase fares were considered. There were 405 responses from the trade (these are attached at Appendix A with an overall weighting score).

2.1.1 Option A – Keep Fares at the current rate (i.e. September 2014 level). 34.22% of the trade chose this option as their number one choice.

Start point daytime tariff of £2.80 with an incremental increase per 1/10<sup>th</sup> of a mile at 25p (placing Coventry hackney carriage fares as the 128<sup>th</sup> most expensive out of 356 licensing areas per Private Hire Monthly magazine April edition).

2.1.2 Option B – Taxi Trade preferred option. 42.71% of the trade chose this option as their number one choice.

Start point daytime tariff to increase to £3.80 with an incremental increase per 1/10<sup>th</sup> of a mile increasing to 30p (placing Coventry hackney carriage fares as the 8<sup>th</sup> most expensive out of 356 licensing areas per Private Hire Monthly magazine April edition).

2.1.3 Option C - 16.45% of the trade chose this option as their number one choice.

Start point daytime tariff to increase to £3.80 with an incremental increase per 1/10<sup>th</sup> of a mile remaining at 25p (placing Coventry hackney carriage fares as the 20<sup>th</sup> most expensive out of 356 licensing areas per Private Hire Monthly magazine April edition).

2.1.4 Option D - 8.79% of the trade chose this option as their number one choice.

Start point daytime tariff to increase to £3.30 with an incremental increase per 1/10<sup>th</sup> of a mile remaining at 25p (placing Coventry hackney carriage fares as the 48<sup>th</sup> most expensive out of 356 licensing areas per Private Hire Monthly magazine April edition).

2.1.5 The trade were also asked for their comments. There were 100 comments from the trade (these are attached at Appendix B).

**3. Results of consultation undertaken**

- 3.1 Unite Union (the Coventry taxi trade representatives) have been sent a copy of this report. Any comments received will be reported at the meeting.

**4. Timetable for implementing this decision**

- 4.1 It is proposed that the Cabinet Member choice is advertised in the subject to objections and then a further Cabinet Member report will hear these objections, if any. If there are no objections, then it is intended that the new meter rate will be programmed into computers week commencing 1<sup>st</sup> August 2022. If there are objections, then a further Cabinet Member report will be heard on the 3<sup>rd</sup> August 2022.

**5. Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance**

- 5.1 Financial implications

There are no implications on Council budgets.

- 5.2 Legal implications

The Local Government (Miscellaneous Provisions) Act 1976 lays down a statutory procedure for varying fares charged by hackney carriage drivers. This procedure involves giving public notice of the proposed changes and a 14-day objection period. If objections are made they must be considered by the Cabinet Member before the proposed fare changes or any alternative can be implemented.

**6. Other implications**

None

**6.1 How will this contribute to the Council Plan ([www.coventry.gov.uk/councilplan/](http://www.coventry.gov.uk/councilplan/))**

It will help to facilitate improvements in the taxi services available to the people of Coventry, which will contribute towards ensuring that children and young people are safe; making places and services accessible and encouraging a creative, active and vibrant city.

**6.2 How is risk being managed?**

Through established reporting and governance arrangements.

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

None

**6.4 Equalities / EIA**

None

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

None

**6.6 Implications for partner organisations?**

Improvements in taxi services will benefit partner and other organisations, in terms of improving the safety, availability and value for money of taxis in Coventry.

**Report author(s):**

**Name and job title:**

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**Service:**

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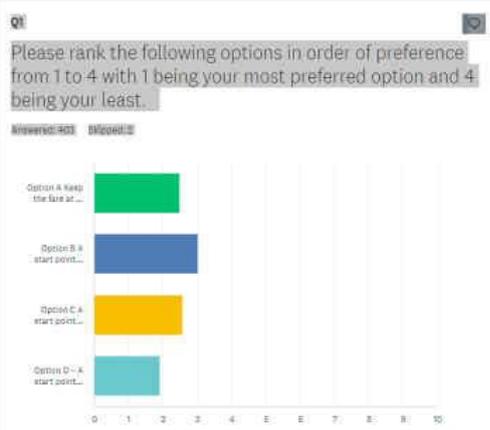
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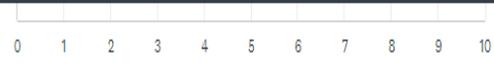
<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Sarah Elliott	Head of Fleet & Waste Management	Streetscene & Regulatory Services	30/05/2022	01/06/2022
Michelle Rose	Governance Services Officer	Law & Governance	30/05/2022	31/05/2022
Susanna Newing	HR Manager	Resources	31/05/2022	31/05/2022
<b>Names of approvers for submission: (officers and members)</b>				
Finance: Cath Crosby	Finance Manager	Streetscene & Regulatory Services	30/05/2022	01/06/2022
Legal: Syeda Ahmed	Criminal & Licensing Barrister	Law & Governance	30/05/2022	30/05/2022
Director: Andrew Walster	Director Streetscene & Regulatory Service	Streetscene & Regulatory Services	30/05/2022	01/06/2022
Members: Cllr Hetherton	Cabinet Member for City Services		30/05/2022	07/06/2022

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Taxi Licensing possible Fare Increase Survey





	1	2	3	4	TOTAL	SCORE
<p>Option A Keep the fare at its current rate. This is a start point daytime tariff of £2.80 with an incremental increase per 1/10th of a mile of 25p. This places Coventry Hackney Carriage fares as the 128th most expensive out of 356 licencing areas.</p>	34.22% 129	18.04% 68	10.61% 40	37.14% 140	377	2.49
<p>Option B A start point daytime tariff of £3.80 and an incremental increase per 1/10th of a mile to 30p. This would place Coventry Hackney Carriage fares as the 8th most expensive out of 356 licencing areas.</p>	42.71% 167	28.64% 112	17.65% 69	11.00% 43	391	3.03
<p>Option C A start point daytime tariff of £3.80 with the incremental increase per 1/10th of a mile remaining at 25p. This would place Coventry Hackney Carriage fares as the 20th most expensive out of 356 licencing areas..</p>	16.45% 64	38.56% 150	30.08% 117	14.91% 58	389	2.57
<p>Option D - A start point daytime tariff of £3.30 with the incremental increase per 1/10th of a mile remaining at 25p. This would place Coventry Hackney Carriage fares as the 48th most expensive out of 356 licencing areas..</p>	8.79% 34	12.92% 50	39.79% 154	38.50% 149	387	1.92

Q2 🔍

If you have any alternative suggestions or would like to

## Appendix B

- 1 I have selected option one  
I hope for higher rates because energy/ fuel prices are very high, to account for this, higher  
2 rates would be better
- 3 Option B. Start £3.80 and 30p drop
- 4 Everything is gone up taxi fare need to update as well this days it's hard to make living.  
5 Increase asap  
It has been 8 years since the last increase in tariff rates. Cost of living is on the rise, so I feel  
6 it is justified that an increase in tariff rates is put in place.
- 7 Option 1  
Uber have a minimum start of £4. If this is deemed acceptable for public/council, then the  
8 same should go for the starting point in the taxi trade.
- 9 No 4 in list is good looking to me  
My suggestion would be a£3-00 drop and increments of 30pence. Do away with the odd 5p  
10 on the fares, they are a nightmare.
- 11 2
- 12 We need pay rise definitely  
This survey is doggy cause when you scroll up or down your preferences change  
13 automatically so can you please sort it out. Thanks
- 14 CA, BA, DA, A  
First option CA  
  
Second option BA  
  
Option 3: option DA
- 15 Option 4: option A  
Start point daytime tariff £3.10 with the incremental increase per 1/10 of a mile 30p.
- 16 This is my suggestion. Thanks  
To be sorted as soon as possible taking far to long many other councils did something  
17 months ago
- 18 Minimum tariff should be 5 pounds 1/10th 25 remaining
- 19 N/A
- 20 It would be great if £3.30 start and then 30p increase per 1/10th of a mile  
The best option is to get Wolverhampton taxi license no one can save black taxi if you do  
21 any change you make it Worse more people go to Uber  
I would suggest start point day tariff of 3.30 with the incremental increase per 1/10th of a  
22 mile 30p.
- 23 Minimum £5.00 and then £.30 every drop because high inflation.  
Minimum tariff should be £5 all day night
- 24 1/10th of a mile remaining at 25p.
- 25 Minimum fare £5  
I feel to be competitive either keep the tariff the same or even lower it to increase volume of  
passengers. I feel currently the business is on a downward spiral. Any increase in price will  
shatter the black cab trade completely the cabs should be priced competitively so it can  
26 keep up with Uber and ola
- 27 Please bring bolt in Coventry
- 28 2
- 29 If we look present situation, cost of living gone up dramatically so people can't afford day to

day things. So this pay rise is essential for taxi drivers also for protest their Job plz don't make it too expensive otherwise we will kill the trade.

People have cheaper options.

30 But our expenses have gone up as well.

31 Please make sure fellow operators like OIA also follow this policy, some operators are keeping low fares even below £2.80min. Thanks

32 B

Firstly fuel prices Hackney parts prices gone shoot high food prices gone up even bage gone up gas/electricity etc etc bus/trans/air fares nothing came down we are deserving to fare rises thank

33

Scrap Bank holidays rate

But

Keep Christmas Eve

Christmas Day

New year Day

Display in the partition our competitors rate for Minimum Fare (UBER)

34 As comparison the passenger can see

35 Option 2

36 3

37 Or I think Increases the minimum fare and don't increase more than 25p after keep it same as we have this time

Or simplifying the fare structure by adopting the current £3.60 tariff 2, 24hrs a day.

Also, the holiday tariff should only apply on Xmas eve, Xmas day, Boxing day, New Year's Eve and New Years day, as it was previously many years ago, thus keeping Hackney

38 Carriages competitive with Uber.

39 Should be minimum £5 to cover short distance fares.

40 If we put fare up we will lose a lot of work that we have

41 Daytime minimum £4 and night time minimum £5

42 3

43 Start £3:50

44 Start at £3.80 then £0.30p

The fuel increased

doesn't increased what we want

45 You should serve 6 or 7 month ago

46 Need some extra for more than one baggage

47 I am okay ( agree) with option B.

48 Card payment should be min £5

49 Minimum starting £5.00 then.25p

50 In my opinion it is better to keep as it is the reason the customers always complain about

the hackney carriage fare when they compare with Uber and Ola.

51 The sooner the fare increase the better due to cost of living rising  
Could be a good idea to start it off at £3.30, then increase 30p every 1/7th of a mile. Shorten the distance of the increase.

52 Thank you

My suggestion is that instead of it being a £3.80 start, the tariff should start at £5.00 with a 30p due to the increase in taxi licensing fees. A £5.00 start would at least somewhat make up for that increase we are paying.

53 up for that increase we are paying.

Keep fares as it but decreases the mileage so customers don't realise the increase in fares

54

55 Hookups fare should start from £5 as mostly jobs are under 1-2 miles please.

56 Reduced the distance please thanks

If you set up minimum fare £5 to start with

Or £4 that will be a good idea. As most of jobs are £2.80 after waiting in the rank for hours. Shoppers taking advantage of £2.80 with loads of shopping and some times moving homes with minimum fare of £2.80

Which is very cheap to carry 5 passengers. Myself bought electric taxi £70000 and how I am gonna keep up things with £2.80

Also Council must put end to uber drivers from different cities which killed black cab industry for good.

57

We need a slight increase but not too much as it will stop customers getting into black cabs. The council should reduce their badge fees and taxi Licencing fees the rates they charge are extortion !

58 are extortion !

59 3

Hi, I would go for option B, start from £3.80, also I would request to apply the same rate at night aswell, it'll make drivers & customer's life easier, also I would suggest to finish the higher bank holiday fare, & keep. The same £3.80 tariff, apart from the Christmas & boxing day... Thanks & kind regards

60 day... Thanks & kind regards

We are already in a very tough situation with the cheap prices the app based firms are applying. A price increase for decimate the trade for Coventry Hackney drivers also we have to get electric vehicles in 2024 which are very expensive. We are in unprecedented times with price of living has spiralled and will get worse. So the taxi will become a luxury it will be least important for households. So no price increase please yet.

61 will be least important for households. So no price increase please yet.

The Start tariff of £3.80 should be the same in the day and night and the additional 25p per 1/10th should remain the same.

62 1/10th should remain the same.

Starting tariff should be same between day & night

63

Given the current cost of living crisis any unreasonable increase in fare will damage the already struggling taxi trade. Fare should be increase only to cover the extra cost of fuel. Make a minimum charge of £5.00 no matter how short the journey. In my experience having worked in the trade these can be most difficult to cover.

64 already struggling taxi trade. Fare should be increase only to cover the extra cost of fuel.

65 Make a minimum charge of £5.00 no matter how short the journey. In my experience having worked in the trade these can be most difficult to cover.

It is imperative that the fare review reflects the increased running costs we are facing on a day to day basis ....

However ...we are also further hit by our daily increase in day to day increase in our lives through tax increases ..high energy rises and inflation increases alongside the whole country...

66

So...as this is our main source of income ..it is vital the fare rise is brought in line to reflect current living expenses and the high running costs of our vehicles...

It has been a very difficult period of trading in the last couple of years ....and unless there is a shift or assistance we as proprietors will be unable to make further investments into this trade ..

I have been a long standing servant of this trade and understand the daily workings and expenses involved ...

You may contact me ..

Thanks

0257

67 £5 a mile

68 Start point day time tariff £3.60 with the increase per1/10th of miles 30p

I think a fare increase would possibly encourage people more to do get cheaper sources. I agree with the fare increase but you need to get rid of the competition. You cannot compete with these app based taxis from other areas. Something has to be done to eliminate these cheaper options. As the purse gets tighter, people go for the cheaper options.

69 Start with 3:60 and 25 per drop

70 Might also help to extend the end date of the current policy to only renew taxi licenses for zero emissions vehicles till 2024..

71

72 4

£3:80

73 30 pence

74 Keep the same rates but shorten the distance or add £1 on top of the usual fare

75 No

Without a fare increase the taxi industry is becoming unsustainable for the drivers, therefore will result in many drivers leaving the industry.

76 All disabled passengers and pensioners should get 10% off the total fare.

77 A start point daytime rate of £3.00 and an incremental increase per 3/10th of a mile of 25p.

78 Don't want to shock the paying public with a huge increase, driving away the already meagre number of customers, my proposed subtle increase will have a less of an shocking

impact.

79 None  
My suggestion is we need to increase just starting point from day time 3.80 and night time 4.60.

25p for 1/10 of a mile is OK..No need to change that

80 Thank you

81 Start at £3.80 and go up by £0.20 every tenth of a mile  
I think the fare must be increased because as

82 all other trades around the taxi drivers aren't making enough leaving income to support there family  
Survival in this trade has become difficult. local drivers switching to UBER on Wolverhampton license. Please do check on OLA services they pay drivers extremely low

83 rate. And people like paying less.  
This is madnes.

When the fuel cost increase 100% government did not asked us if we want it to be increased or not. When the cast of everything else increases 200 to 300% no one went for survey

Now when taxi jobs gone down more than half then instead of increasing the fare it is put on survey

If all governments workers including taxi officers decreased to 6 years ago wedges then taxi fare do not need to be increased

84 There should be a reasonable increase in the fare because we have compete app based

85 companies.

86 Night shift£4.50

87 Option A keep current rate  
No pay rise since 2014

88 But council just put their fees every year

89 Averting is going up very hard for me as a taxi driver.

90 Fuel is very expensive and maintenance hardly to survive  
Based on a mile journey, the facts you have given in regards to being 20th or 8th most expensive in 356 licensing areas, is intact an outright lie, another scare tactic in order to put

91 Coventry licenced off.  
Please consider the fuel prices in mind before making any further changes.

92 Thanks

93 Need cheaper electric cabs  
Meter price should be £3.80 specially with fuel costs and expenses going up and after 10pm it should be £4.80

94 £4.50 start then 50p increments  
How about a day time start with 2.80 and fare start going up as we drive off . Most people

96 look at the starting fare and get worried .  
Fares should stay the same work is starting to return now that the ph apps are becoming

97 more expensive  
Bills are going high by 50% and also the fuel prices are rising every single. Us as drivers are very struggling to keep up with the bills and providing food for our families. I very hope that

98 our respected city Council take this into serious consideration and act accordingly. Thank

you.

99 £5.00 fixed start the metre day and night rate And drops 25p

100 No comment