



Cabinet Member for City Services

Time and Date

3.00 pm on Wednesday, 2nd August, 2023

Place

Diamond Rooms 1 and 2 - Council House, Coventry

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 8)
 - (a) To agree the minutes of the meeting held on 21st June 2023
 - (b) Matters Arising
4. **Binley Cycleway Extension, Allard Way** (Pages 9 - 20)

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

Julie Newman, Chief Legal Officer, Council House, Coventry

Tuesday, 25 July 2023

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

Membership: Councillors P Hetherton (Cabinet Member), G Lloyd (Deputy Cabinet Member) and M Heaven (Shadow Cabinet Member)

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**Caroline Taylor / Michelle Salmon, Governance Services Officers,
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Wednesday, 21 June 2023

Present:

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

Other Members: Councillor R Bailey (for Item 4)
Councillor R Brown (for Item 4)
Councillor R Lancaster (for Item 5)

Employees (by Directorate):

Law and Governance R Parkes, M Salmon, C Taylor

Transportation and Highways C Archer, J Seddon, R Sekhon, M Wilkinson

Apologies: Councillor M Heaven (Shadow Cabinet Member)

Public Business

1. Declarations of Interests

There were no disclosable pecuniary interests.

2. To agree the Minutes of the meeting held on 15th March 2023

The minutes of the meeting on 15th March 2023 were agreed and signed as a true record.

3. Matters Arising

There were no matters arising.

4. Petition 31/22 - Junction of Daintree Croft and Daventry Road - Request for Bollards

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways, which responded to a petition requesting bollards at the Daintree Croft and Daventry Road junction. The petition was supported by Councillor R Bailey, a Cheylesmore Ward Councillor, who, together with the Petition Organiser, attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 32 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety and parking issues were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to the meeting.

On receipt of the Determination Letter, the petition organiser advised he wanted the issue to be considered at a Cabinet Member for City Services meeting.

The report indicated that Daintree Croft was a residential cul-de-sac off Daventry Road. A location plan was appended to the report. The Determination Letter advised that there were existing double yellow lines at the junction, prohibiting waiting on the road and the pavement. The junction had been visited regularly by the Council's Parking Enforcement Team and additional patrols requested in response to the petitioners' concerns.

The Cabinet Member viewed a slideshow of photographs of issues in the area taken over the past 3 – 4 months by the Petition Organiser. Councillor R Bailey and the Petition Organiser spoke in support of the petition, explaining that the petition had been raised due to issues with illegally parked cars blocking the pavement and road, causing issues for both residents and emergency vehicles. The busy take away shops were causing issues due to the delivery drivers parking on the corners and blocking pavements despite the double yellow lines, resulting in pedestrians having to walk in the road. Traffic was speeding down the Daventry Road and turning into Daintree Croft where 'Access only' signage was incorrectly positioned. Suggested alternative off-road parking was available on Dillotford Avenue and in Budgens car park. Bollards would alleviate the problem, improving permanent access for emergency vehicles, safety and visibility. Councillor R Brown added his support to the petition and it was suggested planters could be installed on the pavements instead of bollards.

Officers responded, clarifying that during a recent site visit, the 'Access Only' signage had been reviewed and confirmed that it was correctly located. Officers urged caution regarding the installation of planters on the narrowest part of the pavements in the area as this may add to the current issues. It was noted that the two properties on the corner of Daintree Croft had additional unofficial vehicle crossings.

The Cabinet Member suggested temporary planters be installed on the wider section of the pavements, to alleviate the problem of illegal parking.

The Deputy Cabinet Member requested that officers check the road signs were visible behind the tree as they were obscured when it was in leaf.

RESOLVED that the Cabinet Member for City Services having considered the petition:

- 1. Notes the petitioners' concerns.**
- 2. Endorses the actions confirmed by determination letter to the petition organiser (as detailed in paragraph 1.5 and 1.6 of the report).**
- 3. Request that officers investigate the installation of planter(s) to deter illegal parking.**
- 4. Request Highways Maintenance to prune the tree obscuring the road signage.**

5. **Petition E27/22 - Hen Lane Crossing**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways, responding to a petition requesting improvements to the zebra crossing on Hen Lane, including the upgrade of the zebra crossing to a toucan crossing. The petition was supported by Councillor F Lancaster, a Holbrook Ward Councillor, who, together with the Petition Organiser, attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 200 signatures and, in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to the meeting however, before the Determination Letter was issued, the petition sponsor requested that the issue be considered at a Cabinet Member for City Services meeting.

The petition requested improvements to the zebra crossing on Hen Lane, including the upgrade of the crossing to a toucan crossing. Hen Lane was a residential local distributor road between Wheelwright Lane and Winding House Lane and was subject to a 30mph speed limit.

Road safety measures in the city were targeted by using personal injury collision data to ensure the available funding was utilised carefully. A review of the collision data for the zebra crossing on Hen Lane and the adjacent junction with Briscoe Road showed that there was one personal injury collision recorded by the Police in the last 3 years. Locations where there had been 6 or more personal injury collisions in the previous 3 years were considered for inclusion in the criterion and therefore, it was not proposed to upgrade the crossing to a signalised crossing. It was also noted that the location was not suitable for a signalised crossing as it was too close to the side road junction.

However, in response to the petition and following an inspection of the location, the following measures would be taken:

- Warning signage on the approaches to the crossing would be renewed and SLOW markings installed.
- A proposal for double yellow lines to prohibit waiting at the junction with Briscoe Road would be considered as part of the next review of waiting restrictions.
- Pedestrian dropped kerbs with tactile paving would be installed on Briscoe Road and tactile paving would be installed at the zebra crossing.

Officers advised road markings at the zebra crossing and on the junction with Briscoe Road had recently been refreshed and speed surveys undertaken on Hen Lane west of Briscoe Road, which showed that both the mean and 85th percentile speeds were at or below the speed limit of 30mph.

Councillor R Lancaster and the Petition Organiser spoke in support of the petition, welcoming the report and the proposed measures but stating they did not go far

enough, that cars were speeding on that stretch of road and that the overgrown trees on the pavements were obscuring the traffic's view.

Officers clarified the results of the speed surveys undertaken in March 2023, advising the survey was taken over 7 days and that data was taken from weekdays and an average weekday speed calculated. At a recently undertaken officer site visit, it was noted the trees were very overgrown. The issue was referred to Highways maintenance for pruning. Officers also undertook to discuss the possibility of mobile enforcement with the Police and agreed to install a Vehicle Activated Sign (VAS) on Hen Lane.

The Cabinet Member suggested the installation of a Vehicle Activated Sign (VAS) on Hen Lane and officers undertook to ascertain how quickly this could be undertaken.

It was noted that when the Kersley bypass was completed, traffic movements in this area would change and officers undertook to raise the issues discussed with the Kersley bypass team.

RESOLVED that the Cabinet Member for City Services having considered the petition:

- 1. Note the petitioners' concerns.**
- 2. Endorse the actions which had been agreed to be issued by determination letter to the petition organisers (as detailed in paragraphs 1.5 and 1.6 of the report).**
- 3. Requests Highways Maintenance to prune the trees obscuring the view.**
- 4. Discuss the possibility of mobile enforcement (speed) with the Police.**
- 5. Install a Vehicle Activated Sign (VAS) on Hen Lane.**

6. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways in respect of petitions received relating to the portfolio of the Cabinet Member for City Services and how officers proposed to respond to them.

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

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

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

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

RESOLVED that the Cabinet Member for City Services endorses the actions being taken by officers as set out in Section 2 and Appendix A of the report in response to the petitions received.

7. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.55 pm)

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Cabinet Member for City Services

2nd August 2023

Name of Cabinet Member:

Cabinet Member for City Service – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Lower Stoke

Title:

Binley Cycleway – Allard Way Extension

Is this a key decision?

No

Executive Summary:

Binley Cycleway is a 6km long segregated cycleway that will connect the City Centre with University Hospital Coventry and Warwickshire once completed. It is a regional priority cycle route forming part of the Starley Network, the West Midlands' network of planned walking and cycling routes.

In May 2023, Active Travel England (ATE), an executive agency of the Department for Transport, announced funding allocations from the Active Travel Fund. £550,000 of this is to create a spur off Binley Cycleway with a segregated cycleway along Allard Way between Binley Road and Second Avenue, and to improve the crossing of Second Avenue. This will connect multiple neighbourhoods including Stoke Aldermoor and Ernesford Grange to Binley Cycleway and the destinations along it.

The scheme is fully funded with capital grants from the West Midlands Combined Authority and the Government.

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Approve the scheme design and the construction of the Cycletrack along Allard Way between Binley Road and Second Avenue to be fully funded by grant from the Active Travel Fund tranche 4.

- 2) Where necessary, to undertake the necessary procurement required to facilitate the construction of the Cycletrack along Allard Way between Binley Road and Second Avenue.
- 3) Delegate authority to the Director of Transportation and Highways following consultation with the Chief Legal Officer to undertake all actions necessary to bring into effect the recommendations contained in this report.

List of Appendices included:

A - Scheme Details

Background papers:

CCC Cabinet – Coventry Transport Strategy dated [12 October 2021]

City Services - Binley Cycleway – Part-approval of Phase Two and Update on Programme and Finance dated [30 November 2022]

Other useful documents

WMCA Board – *A Common Approach to Cycling and Walking in the West Midlands*
Sustrans - *Bike Life West Midlands Report*
Local Transport Note 1/20 Cycle Infrastructure Design

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Binley Cycleway – Allard Way Extension

1. Context (or background)

- 1.1 Cycling levels in the city and across the West Midlands are currently below those of many other metropolitan areas and core cities across the UK (Coventry is 257th out of 351, and WM is 289th out of 351). The successful areas near the top of the list are not by chance, but due to a clear and defined ambition to raise cycling levels, and the commitment and will to deliver this change. The biggest barrier to cycling is consistently stated to be ‘fear for safety’. Addressing the safety concerns of existing and potential cyclists has been fundamental to increasing cycling elsewhere. Physically protected infrastructure is the basis for high cycling numbers in places such as the Netherlands, Denmark and Germany.
- 1.2 Coventry has constructed two schemes using this approach since 2020, Coundon Cycleway and Binley Cycleway. Data collected from Coundon Cycleway has shown an increase of between 350% and 500% in people cycling compared to before construction. Binley Cycleway, the more recent of the two, has been constructed in sections since January 2022. Early data collection from completed parts of the route show significant increases in people cycling, for example from around two thousand cycling trips per month in June 2022 to over ten thousand in June 2023 by Bulls Head Lane, and from eight thousand cycling trips per month in June 2022 to fifteen thousand in June 2023 close to Gulson Road.
- 1.3 Cycling has an important role to play in addressing the challenges the city and region face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offers an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars. One in three households in Coventry do not have access to a car. Investment in high quality cycle routes is a priority set out in the Coventry Transport Strategy which was approved by Cabinet in October 2021. Safe and segregated cycling infrastructure also enables other forms of micromobility to take place such as mobility scooters, scooters, skateboards and many adaptive cycles.
- 1.4 In January 2023, Coventry were asked to submit bids for funding from the Active Travel Fund Tranche 4. To be successful, any scheme would have to be able to be implemented within a short timeframe, score highly on ATE’s Cycling Level of Service tool, and meet objectives of supporting safety of women, create an uplift in people cycling and walking, and improving access opportunities to jobs and services from areas of multiple deprivation.
- 1.5 The council submitted a bid for a link to connect the Binley Cycleway, which was at the time under construction at that location, from Binley Road along Allard Way to Second Avenue, with a new cycle crossing facility at Second Avenue. There is an existing shared-use footway/cycleway from Second Avenue to Yew Close in Stoke Aldermoor, and to Ashdown Close in Ernesford Grange. This scheme fills in the missing link for safe cycling by connecting these two neighbourhoods to Binley Cycleway and therefore all destinations served by it.
- 1.6 Public consultation was held on the Council’s online consultation platform, Let’s Talk at the beginning of July 2023, and residents from Second Avenue and some of the surrounding streets were informed of this via a letter drop.

- 1.7 The design of this cycleway continues on from the recently constructed Binley Cycleway and Coundon Cycleway with a step-change in the quality of cycling infrastructure in Coventry. It will provide a physically separated space within the highway protected from motor traffic and away from pedestrians. It will be safe, coherent, direct, comfortable and attractive, which are the core design principles for high quality cycling infrastructure required to enable people to switch modes and cycle for some journeys. The scheme design meets the standards set out in the latest guidance from the Department for Transport, LTN1/20.

2. Options considered and recommended proposal

Option 1 - To proceed with the scheme design and the construction of the Cycletrack along Allard Way between Binley Road and Second Avenue (Recommended)

- 2.1 The construction of the Cycletrack as detailed in this report will provide the benefits stated in paragraph 1.3 and 1.7 above.
- 2.2 The Cabinet Member for City Services is therefore recommended to approve the scheme as shown on the scheme details appended at Appendix 1 of this report, with allowance for any minor amendments that may be required during the detailed design or construction process.

Option 2 – Do Nothing (Not Recommended)

- 2.3 Not implementing this scheme requires existing cyclists to mix with traffic on a 40mph road, or cycle on a narrow footway, neither of which are desirable in road safety terms. To attract new people to cycling and help achieve the objectives of the Coventry Transport Strategy, high quality, safe and segregated cycling facilities are needed.

3. Results of consultation undertaken

- 3.1 The consultation was undertaken on the Council's online consultation platform, Let's Talk. This hosted a downloadable set of plans and a survey asking for any feedback on the proposals. Properties on Second Avenue and those served off it were letter dropped, with information about the scheme and a signpost to the consultation webpage.
- 3.2 The consultation ended on Wednesday 19th July.
- 3.3 There were 10 comments received. Eight of the comments were in support of the proposal and some of these asked for the scheme to extend further along Allard Way. Two comments were against, one due to concerns of traffic delays during the construction period and the other person believed there was already a cycleway in this location.

4. Timetable for implementing this decision

- 4.1 Approving this scheme will allow for the Cycletrack to be taken forward. Detailed design will commence immediately and once completed, this will be added to the ongoing construction programme for Binley Cycleway. The targeted construction start date is late summer with substantial completion by the end the year. It should be noted that the traffic signals work may have to be scheduled for early 2024 due to long lead times for these specialists works.

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

5.1 Financial implications

The scheme design, construction and management will be fully funded by a grant from the Active Travel Fund tranche 4. This grant will be passported via the West Midlands Combined Authority and is subject to submission of an updated business case for Binley Cycleway, and the signing of a grant agreement. The grant funding of £550,000 includes an allowance for contingency and is considered by transport officers to be sufficient to deliver the scheme in full.

Most aspects of the scheme will be delivered by the Council's Direct Labour Organisation, with just the traffic signal works to be delivered by Yunex, and traffic signs by Balfour Beatty, both via existing contracts. Spend will be monitored throughout construction. In the unlikely event of a shortfall, options to value engineer the scheme will be considered and then actioned to keep within the £550,000 budget.

We are currently developing a strategy for maintaining our new and existing cycle routes and any revenue implications will be reported at a later date.

There are therefore no additional financial implications for the Council arising from the recommendations of this report.

5.2 Legal implications

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

Where required, the Council will need to ensure that any procurement activities associated with the construction of the Cycletrack is undertaken in accordance with the Public Contracts Regulation 2015 (where applicable) and/or the Council's Contract Procedure Rules.

6. Other implications

Any other specific implications

6.1 How will this contribute to the One Coventry Plan

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

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

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

6.2 How is risk being managed?

There is inevitably a mixture of risks associated with such an infrastructure project. Some of the main risks are securing the statutory approvals to implement the scheme, the

unknown effects on utility providers' apparatus once the ground is opened, the cost of construction increasing due to external market factors like material costs or plant hire costs, and a prolonged bout of inclement weather delaying construction. Learning has been carried forward from the Coundon Cycleway scheme and the parts of Binley Cycleway constructed to date as many of the delivery risks encountered are common to the rest of the Binley scheme.

A dedicated scheme project manager and multi-disciplinary project management team will control these risks on a day to day basis. The biggest risks are discussed weekly with senior infrastructure delivery officers and reported to the Active Travel Board, which in turn reports to the Strategic Transport Board.

Construction will continue to be principally undertaken by the Council's Direct Labour Organisation (DLO). Specialist support will continue to be provided by Balfour Beatty for electrical works and works at height, and by Yunex for traffic signal installation and commissioning. Both of these companies are already in contract with the Council.

6.3 What is the impact on the organisation?

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

6.4 Equality Impact Assessment (EIA)

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

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

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

6.6 Implications for partner organisations?

None.

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

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Transportation and Highways

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
John Seddon	Strategic Lead – Policy, Transport and Innovation	Transportation and Highways	10/07/2023	11/07/2023
Names of approvers for submission: (officers and members)				
Sunny Heer	Lead Accountant	Finance	10/07/2023	11/07/2023
Caroline Taylor	Governance Services Officer	Law and Governance	10/07/2023	11/07/2023
Oluremi Aremu	Head of Legal and Procurement Services	Law and Governance	10/07/2023	19/07/2023
Councillor Patricia Hetherton	Cabinet Member for City Services		14/07/2023	17/07/2023
Colin Knight	Director of Highways and Transport	Transportation and Highways	10/07/2023	11/07/2023

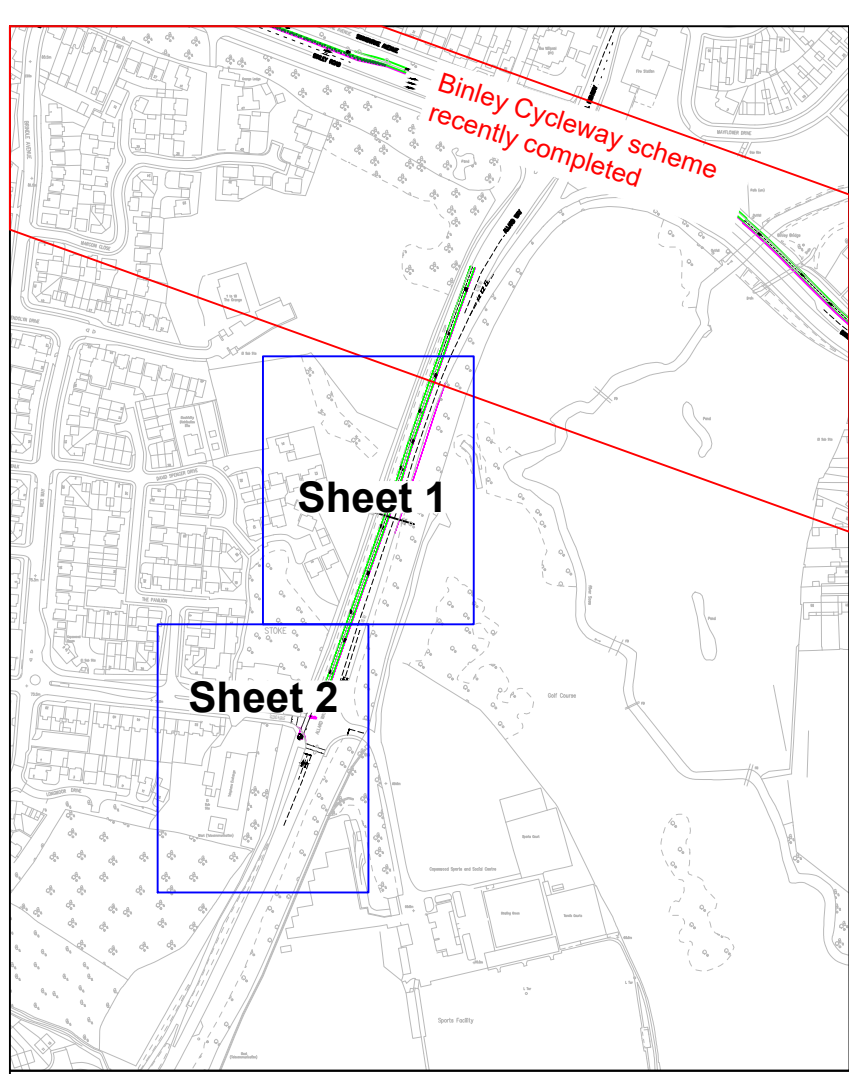
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Binley Cycleway – Allard Way Extension

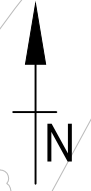
Appendix A – Scheme Details



Location Plan (N.T.S)

The existing cycleway from Binley Road reaches this point. This will now extend along the road towards Second Avenue.

Section of Scheme Already Constructed



Cycleway created from existing wide road

Footway (pavement) for pedestrians remains behind the trees on top of the embankment (hill)

Cycleway created from some of the existing road and some of the grass verge

The road will be widened on this side to create enough space on the other side for a segregated cycleway. The hill and trees on the other side limit how much it can be widened by on that side

Key

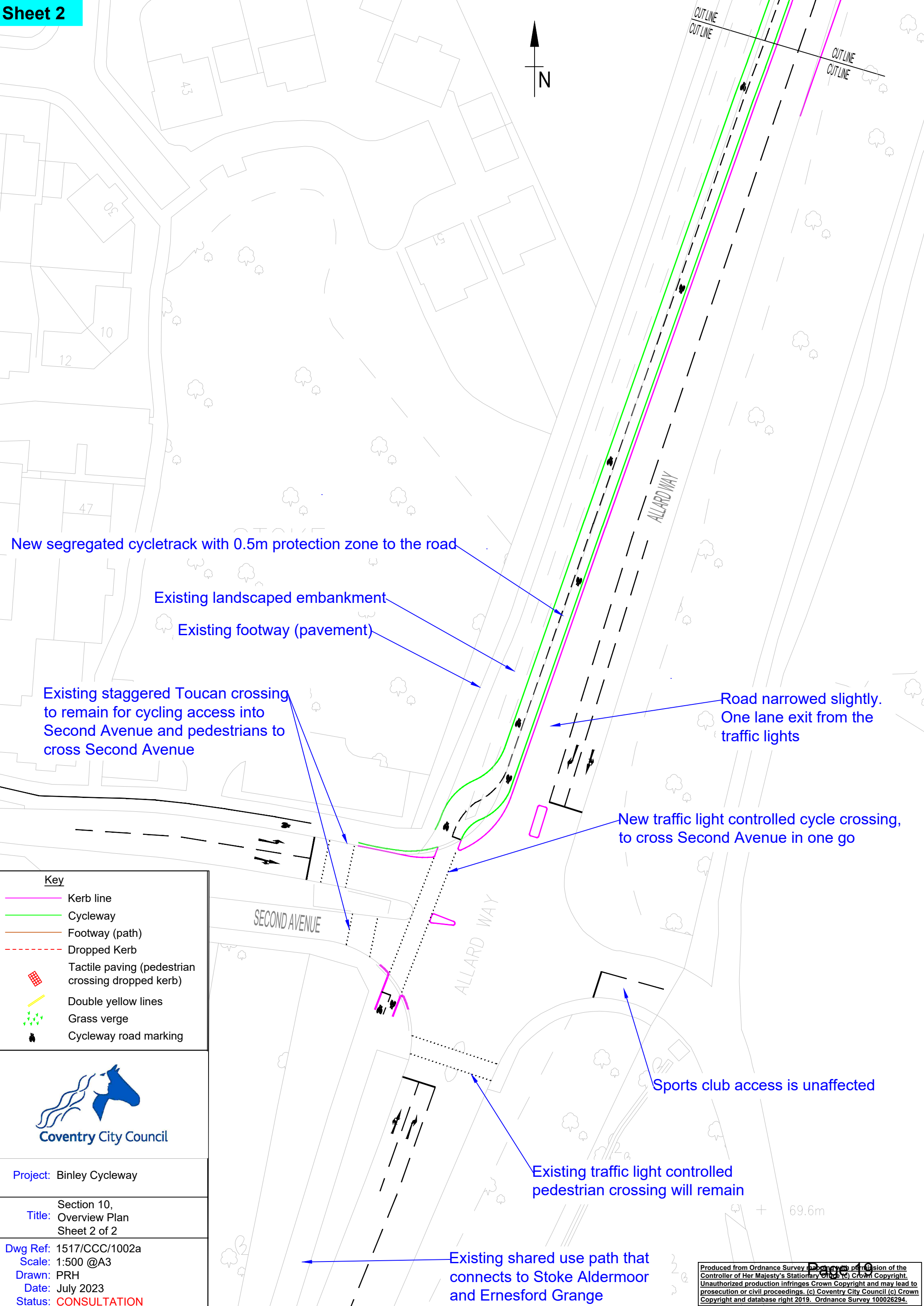
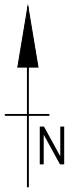
- Kerb line
- Cycleway
- Footway (path)
- Dropped Kerb
- Tactile paving (pedestrian crossing dropped kerb)
- Double yellow lines
- Grass verge
- Cycleway road marking



Project: Binley Cycleway

Title: Section 10, Overview Plan Sheet 1 of 2

Dwg Ref: 1517/CCC/1001a
Scale: 1:500 @ A3
Date: July 2023
Status: **CONSULTATION**



New segregated cycletrack with 0.5m protection zone to the road

Existing landscaped embankment

Existing footway (pavement)

Existing staggered Toucan crossing to remain for cycling access into Second Avenue and pedestrians to cross Second Avenue

Road narrowed slightly. One lane exit from the traffic lights

New traffic light controlled cycle crossing, to cross Second Avenue in one go

Sports club access is unaffected

Existing traffic light controlled pedestrian crossing will remain

Existing shared use path that connects to Stoke Aldermoor and Ernesford Grange

Key

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



Project: Binley Cycleway

Title: Section 10, Overview Plan Sheet 2 of 2

Dwg Ref: 1517/CCC/1002a
Scale: 1:500 @A3
Drawn: PRH
Date: July 2023
Status: **CONSULTATION**

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