



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

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#### **Time and Date**

3.00 pm on Wednesday, 13th September, 2023

#### **Place**

Diamond Rooms 1 and 2 - Council House, Coventry

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#### **Public Business**

1. **Apologies**

2. **Declarations of Interests**

3. **Minutes (Pages 3 - 4)**

(a) To agree the minutes of the meeting held on 2<sup>nd</sup> August 2023

(b) Matters Arising

4. **Petition 48/22 - Dane Road Pathways (Pages 5 - 10)**

Report of the Director of Transportation, Highways and Sustainability.

To consider the above petition bearing 79 signatures. The petition has been submitted by Councillor K Caan, an Upper Stoke Ward Councillor and the Petition Sponsor, who has been invited to the meeting for the consideration of this item along with the Petition Organiser.

5. **Petition 07/23 - Broad Lane - Persistent Flooding (Pages 11 - 20)**

Report of the Director of Transportation, Highways and Sustainability.

To consider the above petition bearing 140 signatures. The petition has been submitted by Councillor G Ridley, a Woodlands Ward Councillor and the Petition Sponsor, who has been invited to the meeting for the consideration of this item along with the Petition Organiser.

6. **Car Parking Charges - Annual Review 2023/24 (Pages 21 - 32)**

Report of the Director of Transportation, Highways and Sustainability

7. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 33 - 40)

Report of the Director of Transportation, Highways and Sustainability.

8. **Outstanding Issues**

There are no outstanding issues.

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

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

**Private Business**

**Nil**

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Julie Newman, Chief Legal Officer, Council House, Coventry  
Tuesday, 5 September 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:**

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

**Invited Members:**

Councillor M Heaven (Shadow Cabinet Member)  
Councillor K Caan (For Agenda Item 4)  
Councillor G Ridley (For Agenda Item 5)

**Public Access**

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**Caroline Taylor / Michelle Salmon, Governance Services Officers,  
Email: caroline.taylor@coventry.gov.uk /  
michelle.salmon@coventry.gov.uk**

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on**  
**Wednesday, 2 August 2023**

Present:

Cabinet Member: Councillor P Hetherton (Cabinet Member)

Other Member: Councillor M Heaven (Shadow Cabinet Member)

Employees (by Service area):

Law and Governance M Salmon, C Taylor

Transportation and  
Highways P Howarth, C Knight, J Seddon

Apologies: Councillor G Lloyd

## **Public Business**

### **9. Declarations of Interests**

There were no disclosable pecuniary interests.

### **10. Minutes**

The minutes of the meeting held on 21<sup>st</sup> June 2023 were agreed and signed as a true record. There were no matters arising.

### **11. Binley Cycleway Extension, Allard Way**

The Cabinet Member for City Services considered a report of the Director of Transportation and Highways that sought approval for the construction of a Cycletrack along Allard Way between Binley Road and Second Avenue, an extension of the Binley cycleway.

Binley Cycleway was a 6km long segregated cycleway that would connect the City Centre with University Hospital Coventry and Warwickshire once completed. It was 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 was 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 would connect multiple neighbourhoods including Stoke Aldermoor and Ernesford Grange to Binley Cycleway and the destinations along it. The scheme was fully funded with capital grants from the West Midlands Combined Authority and the Government.

In January 2023, Coventry was 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 improve access opportunities to jobs and services from areas of multiple deprivation.

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 was an existing shared use footway/cycleway from Second Avenue to Yew Close in Stoke Aldermoor, and to Ashdown Close in Ernesford Grange. This scheme filled the missing link for safe cycling by connecting these two neighbourhoods to Binley Cycleway and therefore all destinations served by it.

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

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

- 1) Approves 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.**

**12. Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.05 pm)



## Public report Cabinet Member Report

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Cabinet Member for City Services

13 September 2023

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director approving submission of the report:**

Director of Transportation, Highways and Sustainability

**Ward(s) affected:**

Upper Stoke

**Title:**

Petition 48/22 - Dane Road Pathways - Improvements

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**Is this a key decision?**

No

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**Executive summary:**

A petition bearing 79 signatures was received requesting that all the pathways on Dane Road be improved.

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

The determination letter advised that we would continue to monitor and repair intervention level defects with reactive maintenance until such time as the remainder of Dane Road is included in the yearly capital programme. The letter stated that we were unable to advise if the remainder of Dane Road will be in the 2024/25 programme.

On receipt of the determination letter, the petition organiser requested that he wanted the issue to be considered at a Cabinet Member for City Services meeting.

**Recommendations:**

- 1) Note the petitioners' concerns.
- 2) Endorse the actions confirmed by determination letter to the petition organiser as set out in paragraphs 2.1 & 2.2 of the report.

**List of Appendices included:**

Appendix - Site plan showing adopted highway

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

No

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

No

**Will this report go to Council?**

No

## **Report title: Petition 48/22 - Dane Road Pathways - Improvements**

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

- 1.1. Dane Road pathways have been included in the 2022/23 & 2023/24 annual maintenance programme.
- 1.2. So far, The Council has replaced 30% of the pathways on Dane Road.
- 1.3. The remaining pathways are in similar condition to the 30% that have been replaced.
- 1.4. The Shakespeare Street to Walsgrave Road section is ranked 5th on the forward programme with 30 sites rating equally, and 46 sites scoring higher.
- 1.5. An officer of the City Council has assessed the construction and overall condition of the pathways, and it is noted that it is a flagged pathway with a Breedon gravel verge which is in safe condition.
- 1.6. There is a school on Dane Road, so a safety inspection is carried out every 3 months.

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

- 2.1. Following recent condition assessments, it is proposed to continue repairing intervention level defects safe in line with our asset management strategy.
- 2.2. We will continue to collect data and compare with other pathways in the City to determine suitability for the 2024/25 capital programme.

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

- 3.1. There has been no consultation on this matter.

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

- 4.1 Future capital highway maintenance programmes and the proposed treatments to carriageways and pavements are established on a “worst first” basis across all road categories. The decision for inclusion in next year’s programme will be taken by Cabinet at their meeting in March 2024. It will also be dependent on the level of funding that is made available for Capital Highway maintenance next year and will further depend on the condition of this footway compared to other footways citywide.

### **5. Comments from Chief Operating Officer (Section 151 Officer) and Chief Legal Officer**

#### **5.1. Financial Implications**

The estimated cost to replace the remaining footpaths on Dane Road is £300k.

#### **5.2. Legal Implications**

Under Section 41 of the Highways Act 1980, the Council has a duty to maintain those adopted highways that it is responsible for to a standard where they are reasonably passable for ordinary traffic.

**6. Other implications**

**6.1 How will this contribute to the One Coventry Plan?**

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

N/A

**6.2 How is risk being managed?**

We will continue to carryout safety inspections and repair defects.

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

None

**6.4 Equalities / EIA?**

No specific equalities impact assessment has been carried out.

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

None

**6.6 Implications for partner organisations?**

None



**Report author:**

Rob Little  
Highways Technical Services Manager

**Service Area:**

Transportation, Highways and Sustainability

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Enquiries should be directed to the above person.

<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>
<b>Contributors:</b>				
Caroline Taylor	Governance Services Officer	Law and Governance	29 Aug 2023	30 Aug 2023
<b>Names of approvers for submission:</b> (officers and members)				
Helen Williamson	Finance Manager	Finance	30 Aug 2023	30 Aug 2023
Rob Parkes	Team Manager, Legal Services	Law and Governance	18 Aug 2023	28 Aug 2023
Colin Knight	Director of Transportation, Highways and Sustainability	-	18 Aug 2023	30 Aug 2023
Councillor P Hetheron	Cabinet Member for City Services	-	30 Aug 2023	30 Aug 2023

This report is published on the council's website: [www.coventry.gov.uk/meetings](http://www.coventry.gov.uk/meetings)

### Appendices

Site plan showing area of adopted Highway at Dane Road.



Cabinet Member for City Services

13 September 2023

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of Transportation, Highways and Sustainability

**Ward affected:**

Woodlands

**Title:**

Petition E7/23 – Broad Lane, Upper Eastern Green

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**Is this a key decision?**

No

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**Executive Summary:**

A petition with 140 signatures was received requesting the Council pursue negotiations with partner authorities and stakeholders to resolve the matters relating to flooding of the Upper Brookstray.

In accordance with the City Council's procedure for dealing with petitions, those relating to flooding are heard by the Cabinet Member for City Services. The Cabinet Member has considered the petition prior to this meeting and requested that the petition be dealt with a formal report being submitted to this meeting.

It has been determined that the Council will continue to work with the Environment Agency and Severn Trent in an effort to reduce the risk of flooding at the Brookstray, Upper Eastern Green.

**Recommendations:**

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns;
- 2) Endorse the action to support the continued work with the Environment Agency and Severn Trent in an effort to reduce the risk of flooding at the Brookstray, Upper Eastern Green.

**List of Appendices included:**

Appendix A – Upstream Area Draining to Brookstray at Broad lane / Banner Lane Junction.  
Appendix B – Example Property Flood Resilience Measures.  
Appendix C – Example Natural Flood Management Measures.

**Background Papers:**

None

**Other useful documents:**

None

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

No

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

No

**Will this report go to Council?**

No

## Report title: Petition E7/23 – Broad Lane, Upper Eastern Green

### 1. Context (or background)

- 1.1 A petition with 140 signatures was received requesting the Council pursue negotiations with partner authorities and stakeholders to resolve the matters relating to flooding of the Upper Brookstray. The Petition was sponsored by Councillor Ridley
- 1.2 The petition reads as follows:

“We the undersigned petition the Council, as Lead Local Flood authority to pursue vigorously negotiations with partner authorities and other stakeholders to resolve matters relating to persistent flooding from the upper Brookstray that affects parts of Woodlands Ward.
- 1.3 Extreme rainfall was known to have occurred in June 2023 and the flooding that occurred on Sunday 18<sup>th</sup> June is being investigated by the Council, the Environment Agency and Severn Trent.
- 1.4 To help reduce risk of flooding to date, the Council as Highway Authority has carried out drainage improvements to the traffic island at the junction of Banner Lane with Broad Lane. Additionally as part of this, the Council raised the level of the road resulting in less overland flow risk to the homes at Goldthorn Close.
- 1.5 The Council as Lead Local Flood Authority has carried out improvements to the drainage arrangements at Hockley Lane to reduce risk of flooding to homes and also at the junction of Hockley Lane and Broad Lane.
- 1.6 Seven Trent have installed depth monitors in the foul sewers and surface water sewers in the area on Hockley Lane and at the junction of Broad Lane / Hockley Lane. The monitors measure the depth of flow in the sewer network to increase understanding of performance of the sewers, aid ongoing hydraulic modelling of the sewers and to provide advance notice of any blockages building up.
- 1.7 Severn Trent Water regularly clean their drainage at Broad Lane and removed large items of debris in August 2021 from the large diameter pipework at the Banner Lane junction with Broad Lane. Further camera surveys of the drainage are being a planned as a part of their investigation into the flooding.
- 1.8 The Environment Agency clean the trash screen at the junction of Banner Lane with Board Lane to reduce risk of pipework blockage and also continuously monitor the depth of water in the river.
- 1.9 The Council has been working in collaboration with the Environment Agency as they have been considering options to reduce the risk of flooding at this location. Land surveys of 77 properties have been carried out together with surveying drainage channels to inform their hydraulic modelling.
- 1.10 Following the first stage modelling, the Environment Agency concluded that the flood risk is a combination for river flows (EA), surface water (LLFA) and sewer flooding (ST). Because of this, closer working of the Environment Agency with Severn Trent and the Council is occurring.

- 1.11 The Environment Agency ruled out a 23000 cubic metre water storage option upstream to reduce flood risk because this did not adequately protect the number of homes needed.
- 1.12 Building on the success of the flood reduction measures at Allesley and with the agreement of upstream land-owners outside Coventry, a means of slowing the flow into the river are being installed. 20 measures have been installed so far and more are planned in upstream land (see Appendix A to the report). These measures are being rolled out nationally and are proving to be successful.
- 1.13 Officers recommend supporting the Environment Agency in their business case to reduce flood risk. Based the success of the measures rolled out at Allesley the most economical options would be Property Flood Resilience in combination with the Natural Flood Management (see Appendices B and C to the report).

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

- 2.1 The recommended actions in response to the issues raised are set out in paragraph 1.12 of the report.

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

- 3.1 No formal consultation has been undertaken.

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

- 4.1 The agreed actions will be undertaken during the current financial year.

## **5. Comments from the Chief Operating Officer (section 151 Officer) and the Chief Legal Officer**

### **5.1 Financial implications**

There are no direct financial implications relating to the recommendations in this report.

The cost of introducing flood risk reduction measures is funded from a mixture of sources, Flood Defence Grant in Aid, Local Levy and Highways Maintenance Capital Programme budget.

### **5.2 Legal implications**

Acting as a 'risk management authority' in respect of highway drainage for the purposes of the Flood and Water Management Act 2010.

## **6. Other implications**

### **6.1. How will this contribute to the One Coventry Plan?**

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

By reducing flood risk, the agreed actions will contribute to all six priorities of the One Coventry Plan.

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

Delivery risks relating to the agreed scope of works will be managed through established contractual and supervisory processes of the Environment Agency with steer from Project Board.

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

None.

## **6.4 Equalities / EIA**

The agreed actions will be of particular benefit to local residents, including children and young people live in the community.

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

The Natural Flood Management approach is a nationally recognised as means of reducing the impact of climate change and increasing Ecology and Biodiversity. The Property Flood Resilience approach is a nationally recognised as means of reducing the impact of climate change and enhancing sustainable living.

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

By reducing the rainfall flows into the sewers and river this will reduce the maintenance Burden on Severn Trent water and the Environment Agency.

**Report author:**

**Name and job title:**

Neal Thomas  
Flood Risk Manager

**Service Area:**

Transportation, Highways and Sustainability

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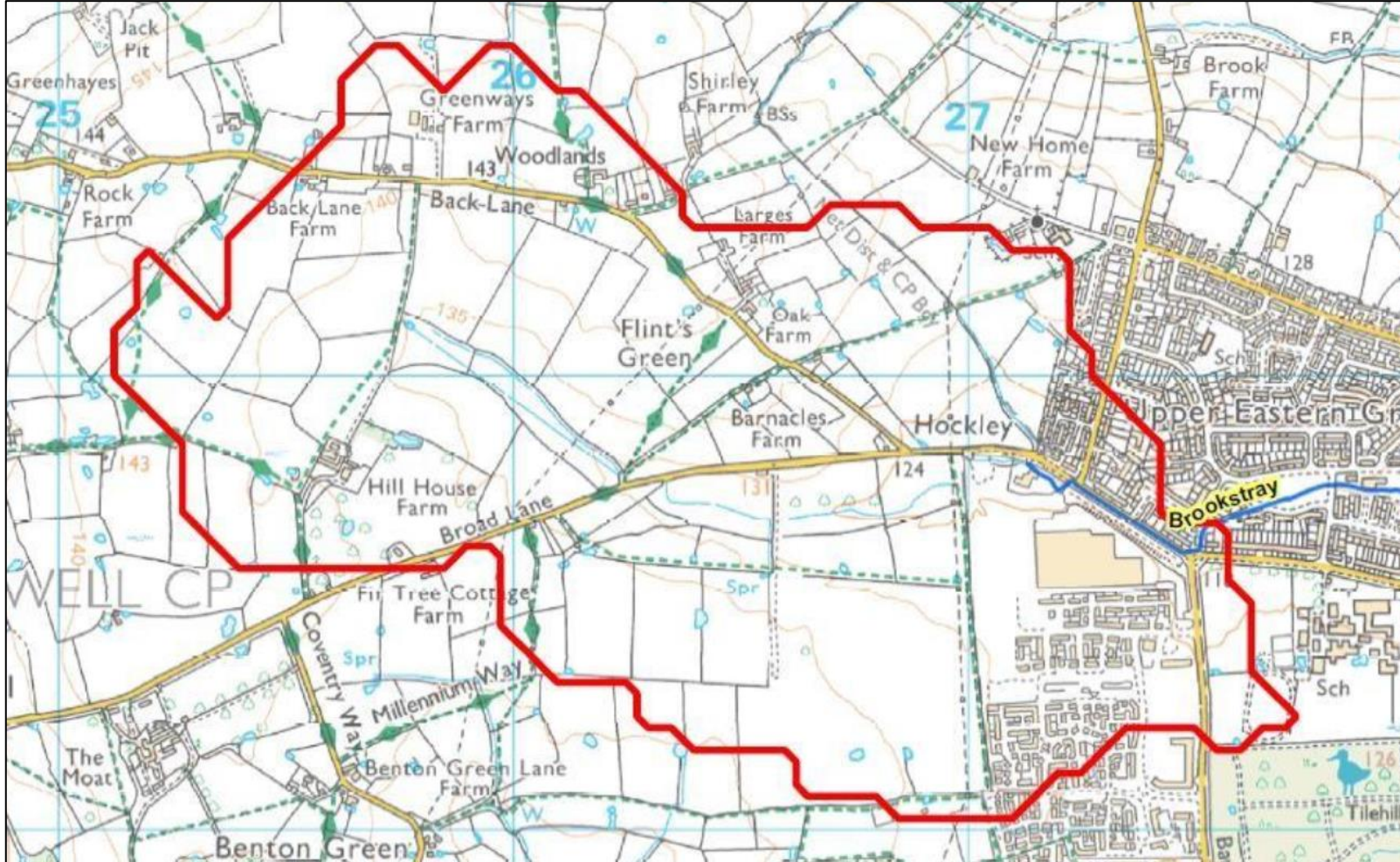
Enquiries should be directed to the above person.

<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>
<b>Contributors:</b>				
Jo Shore	Strategic Lead – Operations and Delivery	Transportation, Highways and Sustainability	01/09/2023	01/09/2023
Michelle Salmon	Governance Services Officer	Law and Governance	01/09/23	01/09/23
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Finance	01/09/2023	01/09/2023
Rob Parkes	Team Leader, Legal Services	Law and Governance	01/09/2023	01/09/2023
Councillor P Hetherton	Cabinet Member for City Services	-	04/09/2023	04/09/2023

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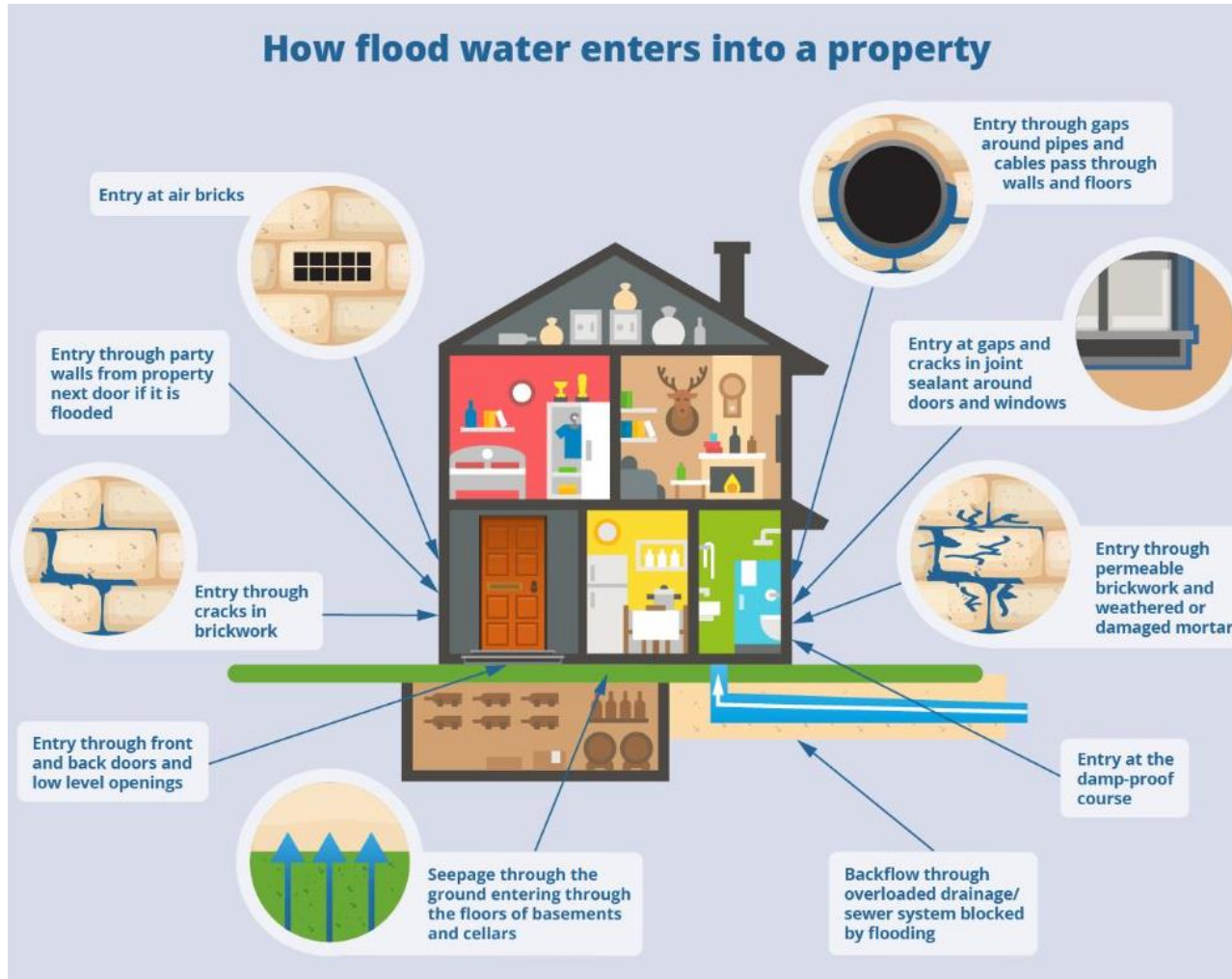


Appendix A – Upstream Area Draining to Brookstray at Broad Lane / Banner Lane Junction.



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## Appendix B – Example Property Flood Resistance Measures





## Appendix C – Example Natural Flood Management Measures

### Offline Storage Areas

Areas which have been adapted to store and then release flood waters in a controlled manner, reducing peak flow



### Woody Debris

Can reduce flood risk by slowing river flow and encouraging storage of water in the flood plain



### Catchment and Floodplain Woodlands

Can intercept, slow, store and filter water. This can help reduce flood peaks, flood flows and flood frequency



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Cabinet Member for City Services

13 September 2023

**Name of Cabinet Member:**

Cabinet Member for City Services - Councillor P Hetherton

**Director Approving Submission of the report:**

Director of Transportation, Highways and Sustainability

**Ward(s) affected:**

All

**Title:**

Car Parking Charges - Annual Review 2023/24

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**Is this a key decision?**

No – although all wards in the city will be affected by the review, the proposals are not expected to have a significant impact on residents or businesses.

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**Executive Summary:**

In February 2023, Council approved the Chief Operating Officer (Section 151 Officer) Budget Report 2023-2024 which included a series of financial proposals for the Council's revenue and capital budget for 2023/24. The report proposed an increase in parking fees by an average of 5% to grow car park income by an additional £150k per year.

The car parking tariff structure was last updated in 2017 despite the cumulative rate of inflation running at 25% since then. This was the only time that charges have increased since 2010.

Parking fees have recently been reviewed and this report seeks approval for the implementation of a revised parking tariff structure across the Council operated on and off-street parking facilities.

**Recommendations:**

The Cabinet Member for City Services is recommended to:

- 1) Approve the revision to the car parking tariff structure in line with the proposals set out in this report.
- 2) Subject to the approval of recommendation 1, instruct officers to commence the process of amending the relevant Traffic Regulation Orders and advertising the relevant Notice of Variations to the said Traffic Regulation Orders and the Off-Street Parking Order.

- 3) Approve a recommendation to make Wellington Street and Holmsdale Road car parks chargeable in accordance with the tariff structure for suburban car parks, subject to consideration of any objections in accordance with the applicable legislation.
- 4) Subject to the approval of recommendation 3, instruct officers to commence the process of advertising the Notice of Variation to formally vary the Off-Street Parking Order.

**List of Appendices included:**

Appendix 1 – Historic, existing, and proposed car parking charges.

**Background papers:**

None

**Other useful documents:**

Budget report 2023-24 and it's Appendix  
Revenue budget changes 2023-24

**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: Car Parking Charges Annual Review 2023/24

### 1. Context (or background)

- 1.1 The City Centre Car Park Strategy sets out the aims and policies for managing parking within Coventry city centre. It includes objectives relating to the management of supply and demand for parking to encourage economic growth. Car parking charges are a mechanism available to the Council to help manage on and off-street parking to encourage turnover of spaces.
- 1.2 There are seventeen Council operated off street car parks in Coventry, providing approximately 3,500 parking spaces.
- 1.3 Car park prices in Coventry have remained unchanged since 2017 despite inflation. The existing tariff structure is coherent and, in the main, is consistent across the Council's parking facilities. A copy of the existing tariff structures is included as Appendix 1.
- 1.4 All car park operators, including the Council, must run their car parks as a commercial operation to be financially viable and deliver financial targets.
- 1.5 Parking income understandably declined during the COVID-19 pandemic and has not recovered to pre-pandemic levels. Car park usage is currently 20% less than it was before the pandemic.
- 1.6 A review of parking charges has recently been completed.
- 1.7 Most standard parking rates will remain unaffected, but several other changes to the existing tariff structure are proposed to help to grow income whilst not acting as a deterrent to car users. This report sets out the proposed changes.

### 2 Recommended proposal

- 2.1 It is proposed that a schedule of on and off-street parking charges is agreed that reflects the Council's need to grow income and rising operational costs.
- 2.2 It is anticipated that a growth in income can be achieved through other measures rather than a direct increase in the cost of daytime parking. As such, most rates will remain the same which represents a cost reduction in real terms as the inflationary rate since 2017 is equivalent to about 25%.
- 2.3 Off Street Parking  
The Council's existing car parks are classified as either long-stay, short stay or out of town (suburban). The classification is determined by the location of the car park and the target audience that it primarily attracts e.g., shoppers, commuters, tourists, visitors, etc. The parking rates differ between car park classification.
  - 2.3.1 It is proposed that the Council retains a coherent and consistent tariff structure based on the car park classification.
  - 2.3.2 Short-Stay car parks - are centrally located around the core retail offer in the city centre. These car parks afford easy access for shoppers, tourists, and visitors to the leisure facilities. The existing short stay car parks are:

- Barracks multi-storey\*
- City Arcade rooftop\*
- Spon Street
- West Orchards shopping centre

Lower Precinct car park is another short-stay car park in the city centre but is not operated by the Council.

Long-Stay car parks - tend to be located on the fringe of the city centre. In the main, these car parks appeal to commuters, workers, students, and those customers who intend to stay for lengthy periods of up to 10 hours.

- Bishop Street
- Gosford Street
- Grove Street
- Grosvenor Road
- Lower Ford Street
- Manor House Road
- Salt Lane\*
- Station car park

Belgrade Plaza, Skydome, and Coventry University are other long-stay car parks in the city centre but are not operated by the Council.

Out of town (suburban) - are in residential areas near to district centres. The following car parks fall into this classification:

- Clay Lane (close to Walsgrave Rd / Ball Hill)
- Far Gosford Street (close to Fargo village)
- Holmsdale Road (close to Foleshill Rd) \*
- Warwick Street (Earlsdon)
- Wellington Street (Hillfields)\*

2.3.3 Two of the existing short stay car parks, i.e., Barracks and City Arcade, will close during the coming months as part the initial phase of the City Centre South redevelopment.

2.3.4 To help mitigate the impact of the closures on shoppers, it is proposed that Salt Lane car park is re-classified as a short stay car park from long-stay. This will mean it is cheaper for drivers to use Salt Lane car park when parking for short periods.

2.4 The existing tariff structure is based on a 'day rate' that is applies between 8am and 6pm during Monday to Saturday. Traditionally, a cheap rate 'evening rate' has applied after 6pm until 8am.

2.4.1 It is proposed that the evening rate after 6pm is abandoned and that the normal day rate applies 24 hours a day. Some towns and cities within the Midland region, including Birmingham and Leicester, already charge the same rates during the day and evening and this is the proposed way forward in Coventry too.

2.5 Similarly, the existing tariff structure across all car parks is based on a fixed fee that applies during Sundays which means that drivers can stay all day and pay a cheap rate.

2.5.1 It is proposed that the cheap Sunday rate is abandoned and that normal Monday - Saturday rates apply during seven days a week. Many towns and cities within the Midland region, including Birmingham, Leicester, Nottingham, and Wolverhampton already charge



the same rates during Monday to Sunday and this is the proposed way forward in Coventry too.

2.6 Wellington Street and Holmsdale Rd car parks are currently free to use all day, every day, and this arrangement is inconsistent with other out of town (suburban) car parks.

2.6.1 Therefore, it is proposed that parking charges are introduced in both car parks to ensure greater consistency.

2.6.2 This will result in a regular turnover of parking spaces that will benefit local traders and businesses. It is estimated that this will generate a small income to the Council which will be used to off-set the operational running costs of these sites.

2.7 The historic, existing, and proposed car park charges are shown in Appendix 1 to this report. The tariff structure is linear, clear, and easy to understand.

## 2.8 Pricing Strategy

2.8.1 Customers who visit the city centre and use the parking facilities expect prices to represent value for money, be proportionate, easy to understand and be consistent depending on the location of the car park and the length of stay.

2.8.2 The proposed revised tariffs are intended to encourage drivers to use specific car parks that are suitable for their needs.

2.8.3 The proposed changes will ensure a more coherent and consistent pricing structure that is competitively priced relative to other local authorities in the region.

2.8.4 As part of the pricing review, officers have benchmarked the proposals against other local authorities in the region and the comparison of short stay parking charges is shown in the following table:

	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Up to 6 hrs	Up to 12hrs	Up to 24 hrs
Birmingham (Mon – Sun, 24hrs)	£1.40	£2.60	£3.70	£4.50			£9.50
Bedworth & Nuneaton (Mon – Sat, 6am – 7pm)		£1.50		£4.00			£5.50
Kenilworth, Leamington & Warwick (Mon-Sun, 8am – 6pm)	£1.30	£2.50	£3.80	£5.00			£7.00
Leicester (Mon-Sun, 24hrs)	£2.00	n/a	£4.00	£5.00	£7.00	£12.00	£12.00
Nottingham (Mon-Sun, 7am – 10pm)	n/a	£2.80		£4.80	£7.00	£13.00	£16.50
Solihull (Mon-Sat, 7am – 9pm)	£1.60	£2.70	£3.50	£4.50	£6.00	£9.00	n/a
Stratford (Mon-Sun, 24hrs)	£1.20	£2.40	£3.50	£5.00	£8.00	£10.00	£12.00
Wolverhampton (Mon-Sun, 6am – 6pm)	£0.70	£1.20	£2.50	£4.00			£8.00
<b>Coventry (Proposed) (Mon-Sun, 24hrs)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£6.00</b>	<b>£10.00</b>	<b>£10.00</b>

The information in the table shows that parking charges in Coventry remain some of the most competitive in the region.

## 2.9 On-street parking

There are circa 400 on-street parking spaces in and around the city centre which currently fall within the following zones.

- Premium Zone – Maximum stay 2 hours
- Zone 1 – Maximum stay 2 hours
- Zone 2 – Maximum stay 4 hours
- Zone 3 – Maximum stay 4 hours (outside of the ring road)

2.9.1 On-street parking charges currently apply during the day between 8am and 6pm and parking is free after 6pm. It is proposed that the evening rate after 6pm is abandoned and that the normal day rate applies 24 hours a day.

2.9.2 Parking on-street during Sundays is currently based on a fixed ‘cheap’ rate from 10am to 6pm date. It is proposed that the cheap Sunday rate is abandoned and that normal Monday - Saturday rates apply during seven days a week.

2.9.3 The existing charges and proposed on-street parking tariff structure is shown in the table below. The tariff structure is linear, clear, and easy to understand.

		Up to ½ hr	Up to 1 hr	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Evening	Sunday
Premium Zone	Current	£1.00	£2.00	£3.50	n/a	n/a	Free	£2 / 4hrs
	<b>Proposed</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.50</b>	<b>n/a</b>	<b>n/a</b>	<b>Normal day rate</b>	<b>Normal day rate</b>
On-street Zone 1	Current	£0.50	£1.00	£2.00	n/a	n/a	Free	£0.50
	<b>Proposed</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>n/a</b>	<b>n/a</b>	<b>Normal day rate</b>	<b>Normal day rate</b>
On-street Zone 2	Current	£0.50	£1.00	£2.00	£3.00	£4.00	Free	£0.50
	<b>Proposed</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>Normal day rate</b>	<b>Normal day rate</b>
On-street Zone 3	Current	-	£0.50	£1.00	£2.00	£3.00	Free	£0.50
	<b>Proposed</b>	<b>-</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>Normal day rate</b>	<b>Normal day rate</b>

2.10 It is proposed that the on and off-street parking tariffs apply every day of the year, including Bank Holidays, except for Christmas Day and New Year’s Day.

2.11 Parking tariffs will be reviewed on an annual basis in future.

## 3. Results of consultation undertaken

None

#### 4. Timetable for implementing this decision

Subject to the approval of this report, any changes to car park prices will be affected following the advertisement of the public notice and the expiry of the minimum statutory 21day notice period. Thereafter officers will undertake any other arrangements necessary to implement the changes. It is anticipated that the proposed tariff revised will be implemented by November 2023.

#### 5. Comments from Chief Operating Officer (Section 151 Officer) and Chief Legal Officer

##### 5.1 Financial implications

Financial implications

The changes as outlined in this report will result in increases in some tariffs, some remaining the same, and others decreasing but overall, the expectation is that they will generate additional income for the Council.

Although it is difficult to predict the impact of tariff changes on parking behaviours and travel arrangements, the estimated impact on income is detailed in the following table:

Summary of impacts on income:

	Estimated Impact on Income per Annum  £ 000
Off Street Parking – including changes to time bands, introduction of normal rates on Sunday and re-classification of car parks	116
Off Street Parking – Wellington St & Holmsdale Rd	40
On Street Parking	8
<b>Total</b>	<b>164</b>

There will be a one-off cost associated with the re-programming of the car park equipment, replacement, or amendments to tariff boards, and advertising the public notices which is estimated to be circa. These costs will be funded through the parking revenue account.

##### 5.2 Legal implications

Pursuant to Sections 32 to 35 and 46A of the Road Traffic Regulation Act (RTRA) 1984 (as amended), the Council has statutory powers to provide on-street and off-street parking places and can by Order regulate and charge for the use of these parking places. Parking in Coventry is regulated by the Off-Street Parking Places Order 2005 (as amended).

The proposed changes in car parking charges will need to be advertised in the press and on-site pursuant to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A variation to the existing Off Street Parking Places Order (currently 2005 (as amended)) requires a minimum 21 days' public notice before bringing the changes into effect. The specifics of the variation come into effect at the determination of the notice period set out in the Notice of Variation. The same variation process formalities will be required in relation to changes to the Traffic Regulation Orders which govern on-street parking in the city.

## **6 Other implications**

### **6.1 How will this contribute to the One Coventry Plan?**

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

Budget proposals are developed within the context of the approved Medium Term Financial Strategy and are aligned to existing policy priorities.

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

Not applicable as there are no significant risks associated with the proposed way forward. The overall costs to the Council are negligible and any additional costs can be managed within the budget available.

The availability and cost of parking is important in supporting the economic vitality of the city centre. Achieving the correct and most appropriate level of charges is a difficult challenge to get right as there are many factors involved. Officers will carry out regular monthly monitoring and review of car park usage and occupancy data to identify the impact that the new tariffs are having.

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

None

### **6.4 Equality Impact Assessment / EIA**

There are no equality issues.

Blue Badge holders are still able to park for free on street allowing them to continue with their chores and socialising as they currently do.

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

None

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

None

**Report author:****Name and job title:**

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<b>Contributors:</b>				
Caroline Taylor	Governance Services Officer	Law and Governance	28/7/2023	2/8/2023
Caron Archer	Senior Traffic Engineer	Transportation, Highways and Sustainability	28/7/2023	17/8/2023
Graham Clarke	Lead Accountant	Finance	28/7/2023	8/8/2023
<b>Names of approvers for submission: (Officers and Members)</b>				
Helen Williamson	Finance Manager	Finance	28/7/2023	17/8/2023
Rob Parkes	Team Leader, Legal Services	Law and Governance	16/8/2023	30/8/2023
Colin Knight	Director of Transportation, Highways and Sustainability	-	16/8/2023	17/8/2023
Councillor P Hetheron	Cabinet Member for City Services	-	30/8/2023	30/8/2023

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**Appendix 1 – Historic, existing, and proposed car park charges:**

Car Park	Year	1hr	2hrs	3hrs	4hrs	5hrs	8hrs	Evening	Sunday
<b>Barracks (Short stay)</b>	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£10.00	£1.00	£1.50
	2017	£1.00	£2.00	£3.00	£4.00	£10.00		£1.00	£1.50
	Existing	£1.00	£2.00	£3.00	£4.00	£5.00	£10.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£10.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Bishop St (Long stay)</b>	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£10.00	£1.00	£1.00
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>City Arcade (Short stay)</b>	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£10.00	Closed	£1.50
	2017	£1.00	£2.00	£3.00	£4.00	£10.00		Closed	£1.50
	Existing	£1.00	£2.00	£3.00	£4.00	£5.00	£10.00	Closed	£1.50
	<b>Proposed (24/7)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£10.00</b>	<b>Closed</b>	<b>Normal Mon-Sat rates apply</b>
<b>Clay Lane (suburban)</b>	2010	£0.30	£0.70	£1.00	£2.00			Free	£0.50
	2017	£0.50	£1.00	£2.00	£5.00			Free	£0.50
	Existing	£0.50	£1.00	£2.00	£5.00			Free	
	<b>Proposed (24/7)</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£5.00</b>			<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Far Gosford (Suburban)</b>	2010	Free	£1.00	£3.00	£5.00			Free	
	2017	£0.50	£1.00	£2.00	£5.00			Free	
	Existing	£0.50	£1.00	£2.00	£5.00			Free	
	<b>Proposed (24/7)</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£5.00</b>			<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Gosford St (Long stay)</b>	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£1.00	£0.50
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Grosvenor Rd (Long stay)</b>	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£1.00	£0.50
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.00
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Grove St (Long stay)</b>	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£1.00	£0.50
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat</b>

									rates apply
<b>Holmsdale Rd (Suburban)</b>	2010	Free							
	2017	Free							
	Existing	Free							
	<b>Proposed (24/7)</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£5.00</b>			<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Lower Ford St (Long stay)</b>	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£1.00	£0.50
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Manor House Drive (Long stay)</b>	2010	£3.00	£4.00	£4.50	£5.00	£8.00	£8.00	£1.00	£1.00
	2017	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat rates apply</b>
<b>Salt Lane MSCP (Short stay)</b>	2010	£2.50	£3.50	£4.50	£10.00	£10.00	£10.00	£1.00	£3.00
	2017	£2.00	£3.50	£5.00	£8.00	£12.00		£1.00	£2.00
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£10.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat Day rates</b>
<b>Spon St (Short stay)</b>	2010	£1.00	£2.00	n/a				£1.00	£0.50
	2017	£1.00	£2.00	£3.00	£4.00	£10.00		£1.00	£1.50
	Existing	£1.00	£2.00	£3.00	£4.00	£5.00	£10.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£10.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat Day rates</b>
<b>Station MSCP (Long stay)</b>	2010	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	2017	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Existing	£2.00	£3.00	£4.00	£5.00	£6.00	£8.00	£1.00	£1.50
	<b>Proposed (24/7)</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£6.00</b>	<b>£8.00</b>	<b>Normal Day Rates</b>	<b>Normal Mon-Sat Day rates</b>
<b>Warwick St (Suburban)</b>	2010	£0.30	£0.70	£1.00	£2.00			Free	£0.50
	2017	£0.50	£1.00	£2.00	£5.00			Free	£0.50
	Existing	£0.50	£1.00	£2.00	£5.00			Free	£0.50
	<b>Proposed (24/7)</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£5.00</b>			<b>Normal Day Rates</b>	<b>Normal Mon-Sat Day rates</b>
<b>Wellington St (Suburban)</b>	2010	Free							
	2017	Free							
	Existing	Free							
	<b>Proposed (24/7)</b>	<b>£0.50</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£5.00</b>			<b>Normal Day Rates</b>	<b>Normal Mon-Sat Day rates</b>

<b>West Orchards (Short stay)</b>	2010	£1.00	£1.80	£2.30	£3.00	£6.00	£10.00	Closed	£1.50
	2017	£1.00	£2.00	£3.00	£4.00	£10.00		Closed	£1.50
	Existing	£1.00	£2.00	£3.00	£4.00	£5.00	£10.00	Closed	£1.50
	<b>Proposed (24/7)</b>	<b>£1.00</b>	<b>£2.00</b>	<b>£3.00</b>	<b>£4.00</b>	<b>£5.00</b>	<b>£10.00</b>	<b>Closed</b>	<b>Normal Mon-Sat Day rates</b>



Cabinet Member for City Services

13 September 2023

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of Transportation, Highways and Sustainability

**Ward(s) affected:**

Earlsdon, Foleshill, Henley, Upper Stoke, Wainbody, Westwood

**Title:**

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

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**Is this a key decision?**

No. This report is for monitoring purposes only.

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**Executive Summary:**

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

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

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

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

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

**Recommendations:**

Cabinet Member for City Services is recommended to:

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

**List of Appendices included:**

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

**Background Papers**

None.

**Other useful documents:**

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

A copy of the report is available at: [modern.gov.coventry.gov.uk](http://modern.gov.coventry.gov.uk).

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

No.

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

No.

**Will this report go to Council?**

No.

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

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

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

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

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

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

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

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

- 4.1 Letters referred to in Appendix A of the report will be sent out by October 2023.

**5. Comments from the Interim Chief Executive (Section 151 Officer) and the Chief Legal Officer**

**5.1 Financial implications**

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

**5.2 Legal implications**

There are no specific legal implications arising from this report.

**6. Other implications**

**6.1 How will this contribute to the One Coventry Plan?**

Not applicable.

**6.2 How is risk being managed?**

Not applicable.

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

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

**6.4 Equalities / EIA**

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

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

None.

**6.6 Implications for partner organisations?**

None.

**Report author**

**Name and job title:**

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**Service:**

Transportation, Highways and Sustainability

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<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>				
Caron Archer	Principal Officer – Traffic Management	Transportation, Highways and Sustainability	05/09/2023	05/09/2023
Caroline Taylor	Governance Services Officer	Law and Governance	05/09/2023	05.09.2023

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

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
5/23	St Paul's Road - residents parking scheme	63	Councillor T Khan	Holding	Parking surveys to be undertaken
8/23	Potters Green School – pedestrian crossing	594	Councillor Ruane	Holding	Crossing survey to be undertaken
E02/23	Fletchamstead Highway - Average Speed	16	N/A	Determination	Does not meet the criteria for inclusion in the average speed enforcement programme (review of recorded personal injury collisions on Fletchamstead Highway in last three years shows that the majority were classified as slight). Speed surveys to be undertaken to see if road meets Police criteria for additional mobile speed enforcement.
E08/23	Charter Avenue, Canley - Speed Monitoring Stripes	41	Councillor Masih	Determination	Analysis of the last 3 years recorded personal injury collisions shows that majority would not be addressed by average speed enforcement. Speed surveys have already been undertaken and show that the road does not meet Police criteria for mobile speed enforcement. Charter Avenue to be included in future citywide review of speed limits.
E10/23	Silverton Road - Request for Residents Parking	51	N/A	Determination	Previous petitions and residents' parking scheme consultation did not receive sufficient support (less than required 60% of households). As stated in the Residents' Parking Policy, further requests will not be considered with 24 months of a previous consultation (Nov 2022) unless there has been a significant change in circumstances within the area. There has been no such significant change; therefore, the request is declined.

<b>Petition No.</b>	<b>Petition Title</b>	<b>No. of signatures</b>	<b>Councillor Sponsor</b>	<b>Type of letter to be sent to petition organiser(s) and sponsor</b>	<b>Actions agreed</b>
45/22	Conway Avenue – residents parking	58	Councillor Lapsa	Determination	Road meets parking availability criterion and the petition has been signed by 61% of affected households. Therefore, the request meets the criteria set out in Residents' Parking Policy. Proposals for a residents' parking scheme on Conway Avenue will be advertised as part of the next waiting restriction review.
43/22	Hathaway Road - Request for a Residents Parking Scheme	69	Councillor Lapsa	Determination	Road does not meet the parking availability criterion (less than 40% of spaces available during weekday daytime) which is part of the residents parking policy criteria. Therefore, request is declined.
37/22	Torrington Avenue - Request for Residents Parking Scheme	50	Councillor Lapsa	Determination	Section of road where residents' parking is requested does not meet the parking availability criterion (less than 40% of spaces available during weekday daytime), which is part of the residents parking policy criteria. Therefore, request is declined.
E21/22	Parking in Blackwell Road to be Permit Holders only – Stop Non-Residents Parking	32	N/A	Determination	Road meets parking availability criterion. Therefore, consultation will be undertaken to see if the required 60%+ of households are in favour to proceed with a scheme. However, surveys show that there may be a high level of residents' parking; a residents' parking scheme would not address issues caused by parking by residents.
30/22	Request for Residents Parking Scheme Argyll Street	26	Councillor Caan	Determination	Road meets parking availability criterion. Therefore, consultation will be undertaken to see if the required 60%+ of households are in favour to proceed with a scheme. However, surveys show that there may be a high level of residents' parking; a residents' parking scheme would not address issues caused by parking by residents.

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