
Cabinet Member for City Services

Time and Date

3.00 pm on Wednesday, 25th October, 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 13th September 2023

(b) Matters Arising

4. **Petition 04/23 - Far Gosford Street - Restricted Parking Issues** (Pages 9 - 18)

Report of the Director of Transportation, Highways and Sustainability.

To consider the above petition bearing 45 signatures. The petition has been submitted by Councillor J O'Boyle, a St. Michael's 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 E22/22 and 25/22 - Traffic Calming on Alderminster Road** (Pages 19 - 26)

Report of the Director of Transportation, Highways and Sustainability.

To consider the above petition bearing 111 and 72 signatures respectively. The petition has been submitted by Councillor P Male, a Woodlands Ward Councillor and the Petition Organiser, who has been invited to the meeting for the consideration of this item.

6. **Outstanding Issues**

There are no outstanding issues

7. 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, 17 October 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 Councillor M Heaven (Shadow Cabinet Member)

By Invitation: Councillor J O'Boyle (for Agenda Item 4)
Councillor P Male (for Agenda Item 5)

Public Access

Any member of the public who would like to attend the meeting in person is encouraged to contact the officer below in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

**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, 13 September 2023

Present:

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

Other Members: Councillor Caan (for Item 16)

Employees (by Directorate):

Law and Governance M Salmon, C Taylor

Transportation, Highways and Sustainability P Bowman, R Little, J Seddon, N Thomas, M Wilkinson

Apologies: Councillor G Ridley (for Item 17)

Public Business

14. Declarations of Interests

There were no disclosable pecuniary interests.

15. Minutes

The minutes of the meeting held on 2nd August were agreed and signed as a true record. There were no matters arising.

16. Petition 48/22 - Dane Road Pathways

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability, which responded to a petition requesting all pathways on Dane Road be improved. The petition was supported by Councillor K Caan, an Upper Stoke Ward Councillor, who, together with the Petition Organiser, attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 79 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.

A report indicated that Dane Road pathways had been included in the 2022/23 and 2023/24 annual maintenance programme and so far, Council had replaced

30% of the pathways on Dane Road. The remaining pathways were in a similar condition to the 30% that had been replaced. The Shakespeare Street to Walsgrave Road section was ranked 5th on the forward programme with 30 sites rating equally, and 46 sites scoring higher. The construction and overall condition of the pathways had been assessed and it was noted that it was a flagged pathway with a Breedon gravel verge which was in safe condition. There was a school on Dane Road, and therefore a safety inspection was carried out every 3 months.

Councillor K Caan and the Petition Organiser spoke in support of the petition, explaining that the petition had been raised due to pavement damage caused by dropped and uneven kerbs, cracked and part paving slabs and tree root damage and raised the following concerns:

- Dropped kerbs causing residents to drive over the pavements causing damage.
- Works had not been carried out to rectify damage raised by the surveys carried out at 3 monthly intervals.
- Reactive maintenance was not considered sufficient to resolve the issues.
- Gravel was causing severe impacts on housing and vehicles.
- Difficulties incurred by all pavement users.

Officers responded, advising that the 3 monthly surveys would continue, however, only a finite resource was available to rectify any defects. Officers advised that works had been undertaken to the worst area of pathways on Dane Road first.

Due to the number of issues causing damage to the Dane Road pathways, the Cabinet Member for City Services suggested a site visit.

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

- 1. Note the petitioners' concerns.**
- 2. Arrange a visit to enable the Cabinet Member for City Services to meet with the Petition Organiser and Petition Sponsor on site at Dane Road.**

17. Petition 07/23 - Broad Lane - Persistent Flooding

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability that responded to a petition bearing 140 signatures requesting that the Council pursued negotiations with partner authorities and stakeholders to resolve the matters relating to flooding of the Upper Brookstray. Councillor Heaven, the Shadow Cabinet Member for City Services, spoke to the Petition on behalf of the Petition Sponsor, Councillor G Ridley, who was unable to attend the meeting. The Petition Organiser also attended the meeting and spoke on behalf of the petitioners.

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

The report indicated that extreme rainfall had occurred in June 2023 and the flooding on Sunday 18th June was being investigated by the Council, the Environment Agency and Severn Trent.

To help reduce the risk of flooding to date, the Council as Highway Authority, had 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. The Council, as Lead Local Flood Authority, had also carried out improvements to the drainage arrangements at Hockley Lane to reduce risk of flooding to homes and at the junction of Hockley Lane and Broad Lane.

Severn Trent had 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, which measured the depth of flow in the sewer network to increase understanding of performance of the sewers, aid ongoing hydraulic modelling of the sewers and provide advance notice of any blockages building up. Severn Trent Water also regularly cleaned 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 were being planned as a part of their investigation into the flooding.

The Environment Agency cleaned the trash screen at the junction of Banner Lane with Board Lane to reduce risk of pipework blockage and also continuously monitored the depth of water in the river.

The Council had been working in collaboration with the Environment Agency as they had been considering options to reduce the risk of flooding at this location. Land surveys of 77 properties had been carried out, together with surveying drainage channels to inform their hydraulic modelling. Following the first stage modelling, the Environment Agency concluded that the flood risk was a combination of river flows, surface water and sewer flooding. Because of this, closer working of the Environment Agency with Severn Trent and the Council was occurring.

The Environment Agency had 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.

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 was being installed. 20 measures had been installed so far and more were planned in upstream land (Appendix A to the report referred). These measures were being rolled out nationally and were proving to be successful.

Officers recommended supporting the Environment Agency in their business case to reduce flood risk. Based on 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 (Appendices B and C to the report referred).

It had been determined that the Council would 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.

The Petition Organiser, with the consent of the Cabinet Member for City Services, tabled a document setting out his concerns.

The Shadow Cabinet Member confirmed her agreement to the Council's commitment with the multi-agency approach to the flooding and the recommended way forward and asked questions and received information from the officer relating to the issues presented, including: possible future development/106 section contributions; a future report on the investigation into the flooding which took place in June 2023; data from Severn Trent relating to the depth monitors on Hockley Lane and the junction of Broad Lane/Hockley Lane; cleaned drainage at Broad Lane; the trash screen at the junction of Banner Lane with Broad Lane and camera surveys; availability of land surveys of 77 properties affected and measures installed to slow the flow into the river, installation timescale and cost.

The Cabinet Member thanked the Flood Risk Manager and his team for their work on the issue of flooding.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Endorses 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.**

18. Car Parking Charges - Annual Review 2023/24

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability, that sought approval for the implementation of a revised parking tariff structure across the Council operated on and off-street parking facilities, following a review of charges.

In February 2023, the 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 City Centre Car Park Strategy set out the aims and policies for managing parking within Coventry city centre. It included objectives relating to the management of supply and demand for parking to encourage economic growth. Car parking charges were a mechanism available to the Council to help manage on and off-street parking to encourage turnover of spaces in the seventeen Council operated off-street car parks in Coventry, providing approximately 3,500 parking spaces.

Car park prices in Coventry had remained unchanged since 2017 despite inflation running at 25% since then. This was the only time that charges had increased

since 2010. The existing tariff structure (Appendix 1 to the report referred) was coherent and, in the main, was consistent across the Council's parking facilities.

All car park operators, including the Council, must run their car parks as a commercial operation to be financially viable and deliver financial targets. Parking income had understandably declined during the COVID-19 pandemic and had not recovered to pre-pandemic levels, currently 20% less than it was before the pandemic.

It was proposed that a schedule of on and off-street parking charges be agreed that reflected the Council's need to grow income and rising operational costs, whilst not acting as a deterrent to car users. It was anticipated that a growth in income could be achieved through other measures rather than a direct increase in the cost of daytime parking and, as such, most rates would remain the same representing a cost reduction in real terms.

The Parking Services Manager indicated that in respect of the footfall relating to the impact of the charges, the impact on local shops, and encouraging people into the city centre, an analysis had been undertaken.

The Cabinet Member emphasised there were no increases in day-time car parking charges to city centre car parks from Monday to Saturdays, it was only evening and Sunday charges that would be increased.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves the revision to the car parking tariff structure in line with the proposals set out in the report.**
- 2) Subject to the approval of recommendation 1) above, instructs 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) Approves 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) above, instructs officers to commence the process of advertising the Notice of Variation to formally vary the Off-Street Parking Order.**

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

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability 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 formed part of the Constitution, were approved in order to provide flexibility, and streamline current practice. The change had reduced costs and bureaucracy and improved the service to the public. These amendments allowed 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 were deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now Cabinet Member for City Services), where appropriate, for monitoring and transparency purposes.

Appendix A to the report 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.

20. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.15 pm)

Cabinet Member for City Services

25th October 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:

St Michael's

Title:

Petition - Far Gosford Street, Objections to Waiting Restriction Changes

Is this a key decision?

No

Executive Summary:

On the 4th of November 2022, following consultation, Phase 1 of a traffic management scheme was introduced to try to improve safety and traffic flows through the Far Gosford Street Area. The scheme changed access arrangements, making some roads one way and making changes to the places where drivers could park and/or undertake loading/unloading. The scheme also introduced a red route along Far Gosford Street, linking into the existing red route corridor which connects the city centre to the M6.

As the proposed changes were significant, to be able to monitor the impact of the changes, the traffic regulation orders (TRO) required to make the changes were implemented as Experimental TROs. This was to provide the opportunity for continued responses from the public to be taken into consideration, and monitoring whilst the scheme was operating.

The objection period closes on 3rd November 2023. A petition of 45 signatures has been received 'on behalf of the shop owners and traders of Far Gosford Street' requesting that the changes are 'reversed'.

In accordance with the City Council's procedure for dealing with objections to TROs, including Experimental TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

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

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the petition in objection to the Far Gosford Street Area traffic management scheme.
2. Subject to Recommendation 1, approve the current Experimental TRO for waiting restrictions the 'City of Coventry (Far Gosford Street Area) (Red Route & Waiting Restrictions) (Experimental) Order 2022 is revoked.
3. Subject to Recommendation 1, approve that the Traders are consulted on a new Experimental TRO, with the changes as detailed in Appendix C, and subject to a favourable response, implement a new Experimental ETRO.
4. Subject to Recommendation 1, approve that the Experimental TROs for the one way system on Vecqueray Street and Bramble Street are retained and monitoring is continued.

List of Appendices included:

Appendix A – Far Gosford Street Area Scheme 2022 - Changes and Proposed Phasing

Appendix B - Petition text.

Appendix C – Proposed changes to waiting restrictions.

Background Papers

None

Other useful documents:**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 - Far Gosford Street, Objections to Waiting Restriction Changes

1. Context (or background)

- 1.1 A traffic management scheme was proposed in the Far Gosford Street area to try to improve safety and traffic flows through the area. This was in response to issues raised; including concerns from the Police due to incidents that had occurred and from the Bus Operator due to difficulty using the route and delays caused by drivers parking obstructively on double yellow lines.
- 1.2 The proposed scheme changed access arrangements, making some roads one way and making changes to the places where drivers could park and/or undertake loading. It also included proposals to make Far Gosford Street a red route, linking into the existing red route corridor which connects the city centre to the M6.
- 1.3 A street news consultation was undertaken in July 2022. 'Drop-in' sessions to discuss the proposed changes were also held on 12th & 19th July 2022.
- 1.4 In response to the consultation engagement exercise, changes were made to the scheme design and it was proposed to introduce the Far Gosford Street Area scheme in phases; monitoring the impact of the first phase before considering whether to progress to Phase 2. Phase 1 was introduced in November 2022 and is the current on-site situation. Phase 2 is the potential reversal of the one way system on Far Gosford Street and the introduction of a bus gate at the north-eastern end of the road. Appendix A details the proposals for each phase following the July 2022 consultation.
- 1.5 As the proposed scheme resulted in significant changes to the traffic management in the area, to be able to monitor the impact of the changes, the traffic regulation orders (TRO) required to make the Phase 1 changes were implemented as Experimental TROs. This was to provide the opportunity for continued responses from the public to be taken into consideration and monitoring, whilst the scheme was operating, before deciding whether to make the changes permanent or not. The Experimental TROs became operational on 4th November 2022. Normally the objection period is the first 6 months of the operation of an Experimental TRO, but it was decided to extend this period to 12 months (up to 3rd November 2023) to give greater opportunity for people to comment.
- 1.6 A petition of 45 signatures, sponsored by Councillor O'Boyle, has been received 'on behalf of the shop owners and traders of Far Gosford Street' requesting that the changes are 'reversed'. No other objections have been received, so far.
- 1.7 The petition advises that:
 - Traders' businesses have been impacted significantly by the changes.
 - There are too many disabled bays.
 - Parking should not be restricted outside 72, 74, 76 Far Gosford Street, it should be available to use for loading purposes.
 - The only benefit of the scheme is to the Council issuing parking tickets.

The text of the petition is provided in Appendix B.

- 1.8 Officers and a Local Ward Councillor have met with traders to discuss the issues.
- 1.9 Site visits have been undertaken to observe the use of the limited waiting, disabled parking and loading bays.

2. Options considered and recommended proposal

2.1 In considering the objection received, the options are to:

- i) Retain the existing Experimental TROs.
- ii) Revoke the waiting restriction Experimental TRO and revert back to the previous restrictions.
- iii) Revoke the Experimental TRO and introduce a new waiting restriction scheme, using a new Experimental TRO to allow the changes to be monitored and traders and others to see their effect before considering whether to object or comment.

2.2 Option 2.1 (i) is not recommended due to the issues raised by the traders. Site visits have also shown that the road space is still being fully utilised but not in the way designated in the Experimental TRO.

2.3 Option 2.1 (ii) is not recommended as changes were required to try to address concerns; including issues raised by the police and obstruction issues that were impacting on bus journeys (and the public using them).

2.4 Option 2.1 (iii) is the recommended option. There is not sufficient time to vary the existing Experimental TRO, make changes on site and allow sufficient time to monitor and people to have time to see the impact of the changes before deciding whether to make any objections or representations. Therefore, it is recommended that the current Experimental TRO is revoked and a new Experimental TRO is implemented. An Experimental TRO is recommended to enable monitoring of the impact of changes, before a final decision is made whether they are made permanent.

2.5 The proposed changes to some waiting restrictions and retention of others are detailed in the Table in Appendix C

2.6 It is also recommended that the traders are consulted about the proposed changes to the Experimental TRO, before implementation.

3. Results of consultation undertaken

3.1 A Street News consultation was undertaken in July 2022. 'Drop-in' sessions to discuss the proposed changes were also held on 12th & 19th July 2022. The result of the consultation was the proposed undertaking of the scheme in phases (Appendix A) and changing the original proposals to retain more of the limited waiting places. An updated Street News advising of these outcomes was issued in October 2022.

3.2 The Experimental TRO was advertised in the Coventry Telegraph on 27th October 2022 and came into operation on 4th November 2022. This commenced an extended 12 month objection period. The 45 signature petition has been received in response (Appendix B); no other objections have been received so far.

4. Timetable for implementing this decision

4.1 It is proposed, subject to approval, to revoke the existing waiting restriction Experimental TRO and immediately introduce a new waiting restriction Experimental TRO, as soon as possible.

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

5.1 Financial implications

The cost of making changes to the waiting restrictions, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

5.2 Legal implications

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

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

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation.

The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services before any decision to make the order permanent.

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

6. Other implications

6.1 How will this contribute to the One Council Plan?

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

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

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

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:**

Caron Archer, Team Leader (Traffic Management)

Service Area:

Transportation, Highways and Sustainability

Tel and email contact:

024 75270950, caron.archer@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service or Organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Head of Traffic, Road Safety and City Centre	Transportation, Highways & Sustainability	12/10/2023	13/10/2023
Caroline Taylor	Governance Services Officer	Law and Governance	12/10/2023	12/10/2023
Paul Bowman		Transportation, Highways & Sustainability	12/10/2023	13/10/2023
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	12/10/2023	12/10/2023
Rob Parkes	Team Leader, Legal Services	Law and Governance	12/10/2023	13/10/2023
Councillor P Hetherton	Cabinet Member for City Services		12/10/2023	12/10/2023

This report is published on the council's website: moderngov.coventry.gov.uk

Appendix A – Far Gosford Street Area Scheme 2022 - Changes and Proposed Phasing

Proposed Change	Phase 1	Phase 2
Reversing the flow of the traffic on Far Gosford Street, making it one-way from Sky Blue Way to Bramble Street (travelling towards the city centre) and two-way between Bramble Street and Vecqueray Street	X	✓
A bus gate at the Walsgrave Road end of Far Gosford Street, so only buses, taxis, private hire vehicles, and cycles will be able to enter Far Gosford Street from Walsgrave Road or Sky Blue Way	X	✓
A new entrance for vehicles is already under construction from Gulson Road into Binley Road service road as part of the Binley Cycleway. This will provide easier access into Far Gosford Street from Gulson Road. Once this is completed there will be no left turn from Gulson Road into Sky Blue Way.	✓	X
The existing bus gate on Gosford Street will be removed, making it easier for traffic from the city centre to enter Far Gosford Street at the roundabout	X	✓
Changes to the waiting restrictions, including a red route on Far Gosford Street which means that stopping will not be allowed at any time other than in parking and loading bays	✓	X
Increasing the loading bays and blue badge parking bays on Far Gosford Street. The short-stay parking bays removed from Far Gosford Street to be able to make the changes will be replaced by increasing short-stay parking bays in the adjoining side streets. Blue badge parking bays and loading bays will operate 24 hours a day	✓	X
Bramble Street to become one way southbound – from Far Gosford Street towards Gulson Road – except cycles who will still be able to travel two-way. Additional short stay and resident permit parking spaces will be installed	✓	X
Vecqueray Street to become one way only northbound – from Gulson Road towards Far Gosford Street – except cycles who will still be able to travel two-way. Additional short stay and residents permit parking spaces will be installed	✓	X
The no right turn from Bramble Street into Gulson Road will be removed	✓	X
Short-stay parking maximum stay will be increased from one hour to two hours on Far Gosford Street, Bramble Street and Vecqueray Street. Harnall Row parking (Sainsbury's) will remain one hour maximum stay	✓	X

Appendix B – Petition Text

I am writing on behalf of all the traders who occupy premises for conducting business on Far Gosford Street.

It is now six months since the road layout/signage on Far Gosford Street was resigned and at various points disabled bays were introduced along with loading only spaces. At other areas the yellow lines were replaced with red lines.

Presumably this was all carried out to facilitate traffic and foot fall in the area to benefit the traders conducting business along Far Gosford Street.

We have no doubt that a lot of data would have been collated by the civil servants to assess the best changes to be made to best benefit the area and businesses. That having been said and having seen the results and impact these changes have had on the businesses I can only conclude that the changes have been an unmitigated disaster for the revenue flows of the businesses, many of which are now struggling to survive as a result of the traffic changes.

Some have already closed.

There are far too many disabled spaces, the dimensions of which are below the legal requirements. There is a red line outside 72/74/76 Far Gosford Street, which is actually a parking bay. It could be used for loading to assist these businesses and yet all parking of any kind is restricted. It makes no sense at all.

The only benefit that is being derived from this fiasco is that the Council having restricted parking is now engaged in a ferocious exercise in handing out as many parking tickets, they can, to the poor luckless souls who dare venture to the street. The passage of time and the constant stream of tickets being handed out are cruelly curtailing the revenue of the businesses along the street.

The Council will know that you can't keep handing out hundreds of parking tickets a week and expect the area where they are being handed out to become a vibrant economic hub.

On behalf of the shop owners and traders on Far Gosford Street I am presenting a petition to reverse these traffic and road layout changes that have been implemented. They clearly haven't worked.

None of your officers had the courtesy to visit every Trader to ask them how they are trading in regards to the new changes of the double red lines that have been put throughout the street. Reassess the loading bays and parking bays and reverse the changes on the street as these red routes have had a detrimental effect on our businesses

We the undersigned support this petition to reverse the road changes that have been implemented on Far Gosford Street, Coventry by the Coventry City Council since January 2023.

They have not achieved their purpose and have contributed to the collapse of some of the business and have had a severe damaging effect on the remaining business.

Appendix C – Far Gosford Street Area Scheme - Proposed changes to waiting restrictions 2023.

Proposed Changes to Waiting Restrictions	Reason
Change maximum length of stay in the limited waiting bays on Far Gosford Street from 2 hours to 30 minutes.	<p>Changing the permitted length of stay for limited waiting on Far Gosford Street would create a turnover of parking spaces, which would assist customers wishing to make quick visits to the businesses on the street and increase the likelihood of finding a space.</p> <p>For people wishing to park and stay longer, there is up to 1 hour parking available in the parking area by Sainsbury's and up to 2 hours parking available in the parking area at the northeastern end of Far Gosford Street. 2 hour parking is also available on Vecqueray Street and Bramble Street. Further parking is available in the Car Park</p> <p>Blue Badge Holders, when parking in accordance with the rules of the Blue Badge Scheme can park longer than the maximum permitted time in limited waiting bays.</p> <p>A 30 minute time limit was also raised as an option in the meeting undertaken with traders</p>
Reduce number of disabled parking bays – increase limited waiting spaces	<p>The current scheme increased the number of disabled parking spaces. It is proposed to reduce the number of spaces (but still have more spaces than in October 2022) and increase the limited waiting spaces.</p> <p>Blue Badge Holders, when parking in accordance with the rules of the Blue Badge Scheme can park longer than the maximum permitted time in limited waiting bays.</p>
Area o/s 72/74/76 – change restriction to loading and limited waiting	<p>This area was previously 'no waiting at any time' (double yellow lines) in case space was needed for vehicle turning movements for Far Go located opposite.</p> <p>It is proposed to create a loading bay and a limited waiting bay in this layby area.</p>
Proposed Waiting Restrictions to Remain	Reason
Restrictions on Vecqueray Street	<p>The November 2022 scheme increased the available shared use parking bays (allowing limited waiting or permit holder parking) on Vecqueray Street.</p> <p>The scheme also increased the limited waiting time from 1 hour to 2 hours.</p> <p>It is suggested this increase in limited waiting places and possible parking time is retained as it will allow people time to park and walk to Far Gosford Street if they require a longer time for their visit.</p>

Restrictions on Bramble Street	<p>The scheme increased the limited waiting time from 1 hour to 2 hours.</p> <p>It is suggested this increase in limited waiting places and possible parking time is retained as it will allow people time to park and walk to Far Gosford Street if they require a longer time for their visit.</p>
Red Route	<p>The scheme was introduced due to traffic management concerns including the impact obstructive parking was having on bus journey times. The red route which utilises the 'no stopping at any time' double red lines and enforcement enables the movement of traffic along the route to be improved</p>
30 minute maximum stay in loading bays	<p>The scheme introduced a maximum loading time of 30 minutes, in the loading bays. This is to be retained to ensure the turnover of available loading spaces.</p> <p>The number of loading bays are to be retained, as the red route does not permit loading on double red lines.</p>

Cabinet Member for City Services

25 October 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:

Woodlands

Title:

Petition - Alderminster Road traffic calming measures

Is this a key decision?

No

Executive Summary:

Two petitions with a combined total of 183 signatures were received requesting traffic calming measures on Alderminster Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety 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. 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 determination letter advised that a review of the personal injury collision history for Alderminster Road showed that there were no personal injury collisions reported to the Police on Alderminster Road in the last three years, and therefore that it does not meet the safety scheme criteria. However, the road will continue to be monitored as part of annual citywide review of personal injury collisions.

The petition organiser advised that he wanted the issue to be considered at a Cabinet Member for City Services meeting.

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

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) 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 paragraph 1.5 of the report).

List of Appendices included:

Appendix A – Location plan

Appendix B – Text of determination letter

Appendix C - Speed survey results

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 - Alderminster Road traffic calming measures

1. Context (or background)

- 1.1 Two petitions with a combined total of 183 signatures were received requesting traffic calming measures on Alderminster Road. The petitions were organised by Councillor Male.
- 1.2 Both petitions read as follows:
"We the undersigned petition the Council to consider traffic calming measures on Alderminster Road. I am raising this petition in the wake of a further serious road traffic accident on Alderminster Road. Previous measures that include the installation of vehicle activated signs (VAS) and improved road markings have simply not been sufficient to improve driving habits. I am calling upon the council to consider more intrusive deterrents to speeding traffic."
- 1.3 Alderminster Road is a local distributor road off Broad Lane leading to Lower Eastern Green Lane. It is subject to a 30mph speed limit. It is located in Woodlands Ward. A location plan is shown in Appendix A to the report.
- 1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to road safety 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.
- 1.5 The determination letter (copy in Appendix B to the report) advised of the importance of targeting road safety measures in the city. To ensure the funding we have is utilised carefully, we use personal injury collisions recorded by the Police. Locations where there have been six or more personal injury collisions recorded by the Police in the previous three years are considered for inclusion in our safety scheme programme. The recorded personal injury collision history for Alderminster Road has been reviewed. This showed that there were no personal injury collisions recorded by the Police on Alderminster Road in the last three years. Therefore, it does not meet the safety scheme criteria. However, the road will continue to be monitored as part of annual citywide review of personal injury collisions.
- 1.6 In addition to the review of collision data, a speed survey was also conducted on Alderminster Road in March 2023. This showed a mean weekday speed (the speed used to determine local speed limits) of 23.7mph northbound and 24.8mph southbound and an 85%ile speed of 27.8mph northbound and 28.7mph southbound (see also Appendix C).

2. Options considered and recommended proposal

- 2.1 The recommended actions in response to the issues raised have already been agreed and are detailed in paragraph 1.5 of this 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 have already been implemented.

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

5.1 Financial implications

There are no financial implications to the Council of the recommended actions (paragraph 1.5).

The cost of introducing road safety measures is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The scheduling of works is based on priority of the scheme and the funds available.

5.2 Legal implications

There are no legal implications of the recommended proposals.

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?

N/A

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

Martin Wilkinson
Senior Officer - Traffic Management

Service Area:

Transportation, Highways and Sustainability

Tel and email contact:

Tel: 024 7697 7139

Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Head of Traffic	Transportation, Highways & Sustainability	12 Oct 2023	13 Oct 2023
Caron Archer	Team Leader, Traffic Management	Transportation, Highways & Sustainability	12 Oct 2023	13 Oct 2023
Caroline Taylor	Governance Services Officer	Law and Governance	12 Oct 2023	12/10/2023
Names of approvers: (officers and members)				
Graham Clark	Lead Accountant	Finance	12 Oct 2023	13 Oct 2023
Rob Parkes	Team Leader, Legal Services	Law and Governance	12 Oct 2023	13 Oct 2023
Councillor Hetherton	Cabinet Member for City Services	-	16 Oct 2023	16 Oct 2023

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

Appendix A – Location plan



● Location of vehicle-activated speed limit sign

Appendix B – Text of Determination Letter

I am writing with regard to the above petitions and your request for traffic calming measures on Alderminster Road.

The matter was discussed with Councillor Hetherton, Cabinet Member for City Services, who has requested that this be dealt with by way of letter rather than a formal report being submitted to a future meeting, so that it can be dealt with more quickly.

It is important that we target road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is utilised carefully.

Locations where there have been six or more personal injury collisions recorded by the Police in the previous three years are considered for inclusion in our safety scheme programme. The recorded personal injury collision history for Alderminster Road has been reviewed. This showed that there were no personal injury collisions recorded by the Police on Alderminster Road in the last three years. Therefore, it does not meet the safety scheme criteria. However, the road will continue to be monitored as part of annual citywide review of personal injury collisions.

I would be grateful if you could please confirm in writing, either by email or letter, that you agree that the petition be progressed by way of this letter. If you do not agree, a report responding to your petition will be prepared for consideration at a future Cabinet Member meeting. You will be invited to attend this meeting where you will have the opportunity to speak on behalf of the petitioners. If no response is received within four weeks of the date of this letter, we will record this as your acceptance of the determination letter and the petition will be closed.

Appendix C - Speed survey results

		Average weekday		
Site (March 2023)	Direction	Mean speed (mph)	85%ile speed (mph)	Traffic flow
Alderminster Rd, south of Ladbrook Rd	Northbound	23.7	27.8	2397
	Southbound	23.5	29.6	2281