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### Cabinet Member for City Services

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**Time and Date**

3.00 pm on Wednesday, 10th April, 2024

**Place**

Diamond Rooms 1 and 2 - Council House, Coventry, CV1 5RR

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**Public Business**

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 10)
  - (a) To agree the minutes of the meeting held on 28<sup>th</sup> February 2024
  - (b) Matters Arising
4. **North View - Objections to Proposed Waiting Restrictions** (Pages 11 - 20)

Report of the Director of City Services
5. **Objections to Proposed Traffic Regulation Orders and Notices of Intent - Earlsdon Liveable Neighbourhood Scheme** (Pages 21 - 44)

Report of the Director of City Services
6. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

Report of the Director of City Services
7. **Outstanding Issues**

There are no outstanding issues
8. **Any other items of Public Business**

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

**Private Business**

Nil

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

Tuesday, 2 April 2024

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) and G Lloyd (Deputy Cabinet Member)

By Invitation: Councillor M Heaven (Shadow Cabinet Member)

**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, 28 February 2024**

Present:

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

Other Members: Councillor R Simpson (For the matter in minute 45)  
Councillor M Lapsa (For the matter in minute 46)

Employees  
(by Service Area):

Law and Governance R Parkes, M Salmon

Transportation, Highways  
and Sustainability M Adams, S Gadgil, D Keaney, R Little, M O'Connell,  
J Seddon, M Wilkinson

Apologies: There were no apologies

## **Public Business**

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

There were no disclosable pecuniary interests.

### **44. Minutes**

The minutes of the meeting on 8th January 2024 were agreed and signed as a true record. There were no matters arising.

### **45. Petition - Condition of Pavements on Albany Road**

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability in response to a petition that had been received, bearing 93 signatures, requesting that all the pavements on Albany Road be improved. The petition organiser, Councillor R Simpson, attended the meeting to speak on behalf of the petitioners.

In accordance with the City Council's procedure for dealing with petitions, those relating to highways maintenance 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 was dealt with by letter rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently.

The determination letter advised that the Council would continue to monitor and repair intervention level defects with reactive maintenance until such time as Albany Road was included in the yearly capital programme. The letter stated that the Authority was unable to advise if Albany Road would be in the 2024/25 programme. On receipt of the determination letter, the Petition Organiser requested that the issue be considered by at a meeting of Cabinet Member for City Services.

Albany Road Footways were 1.7km in length, based on current rates for footway reconstruction it would cost £500k to replace the entire length, around half of the 2023/24 annual budget.

The Overall Condition Index (OCI) for the various sections of Albany Rd scored between 12 and 39, for context highest scoring OCI was 90. The higher the score the poorer the condition. There were 314 worse footways in Coventry within the asset management system. The Council currently reconstructed around 0.25% of the entire footway length each year.

The Albany Road footways had a Detailed Visual Inspection in 2021 and 2022, they would be due again in 2025 and 2026. An officer of the City Council had assessed the construction and overall condition of the footways, and it was noted that it was a mixture of flagged footways with a tarmac strip adjacent to the kerb and fully tarmac footway, all were in safe condition overall with some minor defects that would be carried out with reactive maintenance. The Highways Inspector also carried out an annual inspection and Albany Road was not listed in the annual inspection report in the 10 worst footways for each ward during the annual review of Highway Inspectors Highway Condition data and top ten in December 2023.

Councillor Simpson spoke on behalf of the petitioners highlighting:

- The condition of footways in Earlsdon was one of the most reported issues at his Councillor Surgeries.
- The extremely poor and dangerous condition of the footways.
- The strength of feeling from local residents was evident in the number of petitioners that were in attendance at the Cabinet Member meeting, for consideration of the matter.
- The need to recognise that part of Albany Road was directly outside the Earlsdon Retirement Village where there were residents with mobility issues and wheelchair and mobility scooter users.
- There had been an incident involving a wheelchair user who had tipped over due to the condition of the footway, resulting in them needing hospital treatment.
- The aim to get more people walking and away from using vehicles was not being supported due to the unsafe condition of footways.
- That the current condition of footways did not fit with the Liveable Neighbourhoods Programme.
- That although the Council's resources would not enable the entire length of Albany Road pavements to be improved, the spirit of the petition should be considered.

The Cabinet Member for City Services thanked Councillor Simpson and the petitioners for attending the meeting and outlining their concerns and gave them assurance that the matter would be taken seriously, particularly as she was aware that a number of residents in the areas used walking aids, mobility scooters and wheelchairs. She confirmed that repair intervention level defects with reactive maintenance would be carried out and that the worst defects would be prioritised for repair first.

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

- 1) Notes the petitioners' concerns.**
- 2) Endorses the actions confirmed by determination letter to the petition organiser as set out in paragraphs 2.1 and 2.2 of the report.**

**46. Petition - Hathaway Road - Residents Parking Scheme**

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability in response to a petition that had been received, bearing 68 signatures, requesting a Residents' Parking Scheme on Hathaway Road, a residential cul-de-sac off Tile Hill Lane that was subject to a 'No Motor Vehicles except for access' restriction. The petition was supported by Councillor M Lapsa, a Westwood Ward Councillor, who, together with the Petition Organiser, 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 parking and road safety 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 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. On receipt of the determination letter, the Petition Organiser and Petition Sponsor requested that the issue be considered at a meeting of Cabinet Member for City Services.

The determination letter advised that the Council's Residents' Parking Policy stated that, for a road to be considered for a residents' parking scheme, there must be less than 40% of spaces available during the daytime. Parking surveys showed that Hathaway Road did not meet this criterion. For this reason, the request was declined.

The cost of introducing residents' parking schemes was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Councillor Lapsa and the petition organiser spoke on behalf of the petitioners highlighting that:

- Although the Cul-de-sac had a 'No Motor Vehicles Except for Access' restriction, other vehicles were parking in the road including vehicles from local businesses in the area.
- There was no enforcement of the parking restriction.
- A residents parking scheme would identify those vehicles not eligible to park in the road.
- Further surveys were needed at varying times and days of the week to ensure that the parking situation was captured in full.
- The Council's Residents' Parking Policy appeared disconnected – 86% of residents supported the implementation of a residents parking scheme in Hataway Road however, the parking space available was not less than the 40% required for a Scheme.
- The calculation process for available parking space was not clear.
- Emergency vehicles could not gain access to properties due to the on-street parking.
- The use of the turning circle was not available due to parked vehicles.

The Cabinet Member for City Services thanked Councillor Lapsa and the Petition Organiser for attending the meeting and outlining their concerns. She indicated that she was very concerned about the parking situation for residents and about access for emergency services and decided that the petition should be deferred to enable further investigations to be undertaken.

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

- 1) Notes the petitioners' concerns.**
- 2) Agrees to defer the petition pending further investigation.**

**47. City Centre Traffic Management Phase 1 and 2 and City Centre Cycle Route**

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability that sought consideration of the consultation feedback and approval of the works to proceed with the delivery of the CCTMP Phase 2A Red Route and Phase 2B Cycle Route.

The City Centre Traffic Management Plan (CCTMP) was a series of interventions designed to manage traffic in the city centre with an aim to update on-street parking management to reduce the amount of traffic circulating within the centre, thereby improving bus service reliability, improve air quality through reducing queuing traffic, promote active travel, and facilitate the Coventry Very Light Rail (CVLR) City Centre Demonstrator track which would run from the railway station to the former Ikea building. CCTMP would be delivered in several phases:

## Phase

1A - High St Pedestrian Zone (in delivery)

1B - Hales St Bus Gate (delivered – a separate objections report was live for this scheme)

2A - Red route (this report)

2B - City Centre cycle route (this report)

3 - Bus gates and traffic “zoning” (proposed)

The CCTMP covered the core city centre area generally within the ring road, with a spur out to the railway station. The area was currently covered by a 20 mph zone and a Restricted Parking Zone (RPZ). The CCTMP proposals retained the 20 mph zone but would involve the replacement of the blanket city centre with alternative parking arrangements. This change was required to facilitate the introduction of the “red route” on core public transport routes within the city centre, as legislation did not allow a red route approach to be applied within a RPZ area.

The report covered Phase 2A of the CCTMP, which would see the removal of the existing RPZ, the introduction of new RPZs covering smaller areas of the core city centre, and the introduction of red route restrictions allowing mobile enforcement of parking restrictions to be introduced. On some other streets, traditional parking restrictions (using yellow lines) would be introduced.

Later stages of CCTMP (Phase 3) would aim to make more permanent measures to create traffic management cells within the city centre whereby individual areas of the city were accessed directly from specific ring road junctions (for example, traffic accessing the University would use Junction 3 to enter and leave the area).

The existing RPZ was currently delineated on site with signage to distinguish start and end points, with on-street parking only permitted in designated, marked bays. No road markings were used to indicate where parking was not permitted. This proposed phase of CCTMP (2A) would remove portions of the existing Restricted Parking Zone and replace them with red and yellow lining to denote the parking restrictions.

Phase 2B of CCTMP would deliver a segregated cycleway in the city centre, funded through the Department for Transport’s Active Travel Fund tranche 4. It would connect Greyfriars Green to Pool Meadow Bus Station, via Queen Victoria Road, Corporation Street, Hales Street and Fairfax Street.

**RESOLVED that the Cabinet Member for City Services, having considered the feedback to the City Centre proposals consultation – Located in Appendix D to the report, approves the works to proceed with the delivery of the CCTMP Phase 2A Red Route and Phase 2B Cycle Route.**

### 48. Designating Cycle Routes - Abbey Road and London Road

The Cabinet Member for City Services considered a report of the Director of Transportation, Highways and Sustainability that sought approval to create sections of off carriageway cycle route by designating sections of footway as cycle track, utilising Council’s powers under Sections 65 and 66 of the Highways Act 1980, between London Road and Abbey Road.

As part of the proposals for the new residential development on London Road, currently going through planning under Whitley Pumping Station planning reference OUT/2020/2521, it was necessary to install a new junction to access the development in line with the planning approval. The new traffic signal-controlled junction between the new development access road, Abbey Road and London Road would include improved cycleway and footway facilities. The cycleway was being funded through the Coventry South Sustainable Transport Package, which formed part of the Council's CRTST (City Region Sustainable Transport Settlement) programme as approved by Cabinet in August 2022 their minute 20/22 referred).

The proposals include widening of sections of the footway on the approach to the Abbey Road / London Road junction. The increased width would enable segregated facilities to be provided for cyclists and pedestrians. National design standards set out that cyclists should be physically separated from pedestrians and should not share space with pedestrians (where practicable). At crossings and junctions, cyclists should not share space used by pedestrians but should be provided with a separate parallel route (where practicable). The proposals met these requirements.

**RESOLVED that the Cabinet Member for City Services approves the removal of footways and construction of cycle tracks over which the public have a right of way on foot between London Road and Abbey Road under Sections 65 and 66 of the Highways Act 1980 on the lengths of road as shown edged red in Appendix 1 to the report.**

49. **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 meeting of the Cabinet Member.

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.**

50. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.15 pm)

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Cabinet Member for City Services

10<sup>th</sup> April 2024

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of City Services

**Ward affected:**

Henley

**Title:**

North View - Objections to Proposed Waiting Restrictions

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**Is this a key decision?**

No

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**Executive Summary:**

In response to traffic management issues, due to parked vehicles obstructing access to premises on North View, it is proposed to install a Traffic Regulation Order (TRO) to prohibit waiting (double yellow lines).

On 15<sup>th</sup> February 2024, the proposed TRO was advertised, commencing a twenty one (21) day objection period. Seven (7) objections were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed TRO, 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 objections to the proposed waiting restrictions.
- 2) Subject to recommendation 1) above, approve the implementation of the proposed prohibition of waiting as advertised on North View.

- 3) Endorse that the Traffic Management Team continue to review the school gate parking issue on Eden Road and work with the school and local businesses on this issue.

**List of Appendices included:**

Appendix A – Location plan

Appendix B – Proposed waiting restrictions on North View

**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:** North View - Objections to Proposed Waiting Restrictions

**1. Context (or background)**

- 1.1 In response to traffic management issues, raised due to parked vehicles obstructing access to properties/premises on North View, a prohibition of waiting (double yellow lines) was proposed. To be able to install waiting restrictions a TRO is required.
- 1.2 As part of the statutory procedure, the TRO was advertised in the local press on 15<sup>th</sup> February 2024, advising that any formal objections should be made in writing by 7<sup>th</sup> March 2024. Notices were also posted on lamp columns on North View and letters were sent to properties who would be directly affected, due to waiting restrictions being installed on the public highway outside their property/business.
- 1.3 Seven (7) objections were received.

**2. Options considered and recommended proposal**

- 2.1 The seven (7) objections to the proposals all refer to the same concern, relating to the parking of vehicles (on existing double yellow lines) on Eden Road, while people wait to pick up children attending the Seva School, which is located on Eden Road. The objectors advise that the access to Denso opposite the school is also being blocked by drivers waiting for pupils.
- 2.2 Six (6) objectors also advise that they consider a better solution would be to install double red lines (no stopping at any time) including on Eden Road, to reduce the safety risks to children.
- 2.3 In considering the objections received, the options are to:
  - i) make the order for the proposal as advertised;
  - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
  - iii) not to make the order relating to the proposal.
- 2.4 The Coventry Walsgrave Triangle (Business Park) consists of three (3) roads, Eden Road, Paradise Way and North View (see location plan in Appendix A to the report). North View is the only one of these three roads that does not have any waiting restrictions. A prohibition of waiting (double yellow lines) was introduced several years ago on Eden Road and Paradise Way due to access issues created by parked vehicles.
- 2.5 A review of the personal injury collision history for North View, Eden Road and Paradise Way has shown that there have been no recorded personal injury collisions the last three (3) years (the time period that is used when assessing and prioritising local safety schemes).

- 2.6 The traffic management issue raised on North View was due to parked vehicles, including all day parking, creating access difficulties; specifically operational access for large vehicles into and out of business premises located on North View. Having reviewed the location a scheme consisting of double yellow lines was considered to be the appropriate and proportionate response to address the issues being raised.
- 2.7 Double red lines ('no stopping at any time') are a type of restriction used as part of measures known as a 'red route'. Whilst various possible restrictions were considered to address the traffic management issue being raised, double red lines were discounted. In doing so Officers considered the Department for Transport (DfT) guidelines on the use of red routes which sets out that, *'red routes are intended to be used strategically to deal with traffic problems assessed on a whole-route basis, not to deal with issues on relatively short lengths of road'*.
- 2.8 North View, Paradise Way and Eden Road are not considered a route of strategic importance. It is an area connecting to an existing red route, an arterial route into/out of the city (A4600), but it is not a through route, and does not carry a large volume of traffic throughout the day. The issue that has been raised, namely vehicle access, would be addressed by preventing parking, it is not considered appropriate or necessary to install a restriction that prevents stopping.
- 2.9 The objectors have requested double red lines on Eden Road to address the school gate parking issue outside the Seva School. For the reasons set out above, such a restriction would not be appropriate at this location and is therefore not recommended. However, in response to the concerns raised it is proposed that the Traffic Management Team will work with the Seva School and local business on the parking issue.
- 2.10 The recommended proposal is to install the double yellow lines as proposed on North View (as shown in Appendix B to the report).

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

- 3.1 The proposed TRO for the North View waiting restrictions was advertised in the Coventry Telegraph on 15<sup>th</sup> February 2024. Notices were also placed on North View. In addition, letters were sent to properties/businesses which would be directly affected. Letters were also sent to various other consultees. Seven (7) objections were received in response.

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

- 4.1 It is proposed to make the TRO and install the restrictions as approved by the end of May 2024.

### **5 Comments from the Director of Finance and Resources and the Director of Law and Governance**

#### **5.1 Financial Implications**

The cost of introducing the proposed TROs, 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 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.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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

The proposed implementation of 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 introduction of 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

### Name and job title:

Caron Archer  
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### Service:

City Services

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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>				
David Keaney	Head of Network Management	City Services, Policy and Innovation	27.03.2024	27.04.2024
Martin Wilkinson	Senior Traffic Management Officer	City Services, Policy and Innovation	27.03.2024	27.03.2024
Michelle Salmon	Governance Services Officer	Law and Governance	27.03.2024	27.03.2024
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Finance and Resources	27.03.2024	27.03.2024
Rob Parkes	Team Leader, Legal Services	Law and Governance	27.03.2024	27.03.2024
Councillor P Hetherton	Cabinet Member for City Services	-	27.03.2024	27.03.2024

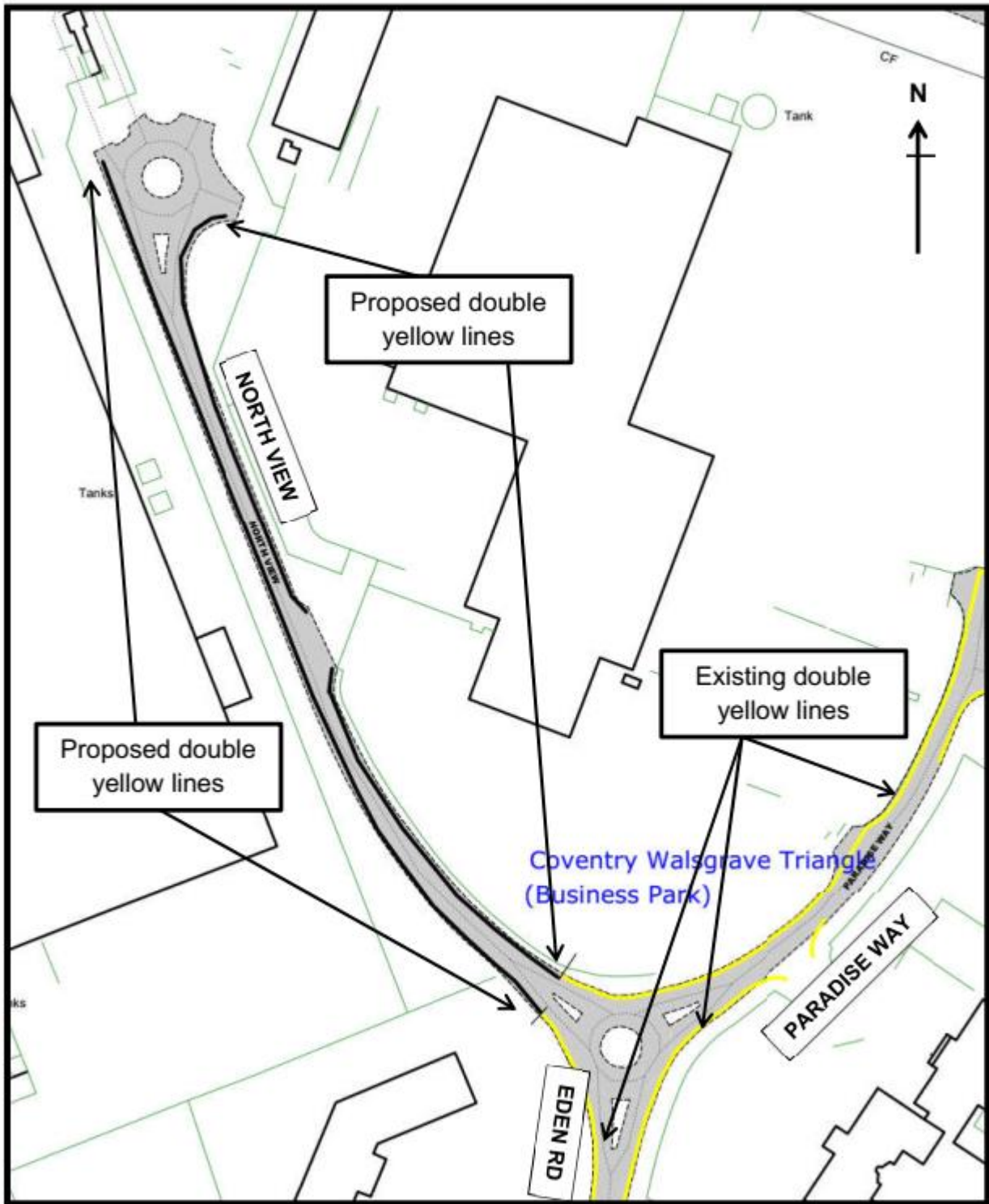
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APPENDIX A – Location Plan



## Appendix B - Proposed waiting restrictions on North View

### Proposed No Waiting at Any Time (Double Yellow Lines)



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## Public report Cabinet Member Report

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Cabinet Member for City Services

10<sup>th</sup> April 2024

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director approving submission of the report:**

Director of City Services

**Ward(s) affected:**

Earlsdon

**Title:**

Objections to Proposed Traffic Regulation Orders and Notices of Intent - Earlsdon Liveable Neighbourhood Scheme

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**Is this a key decision?**

No

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**Executive summary:**

On 15 February 2024 several proposed Traffic Regulation Orders (TROs) were advertised in connection with the Earlsdon Liveable Neighbourhood scheme. In addition, notice was given for the provision of some sections of cycle track and notices of intent were advertised for the proposed installation of 2 controlled crossings and 3 raised tables. The location and scope of these measures was developed following two rounds of public consultation, starting in December 2022 and concluding in October 2023.

55 objections were received. In accordance with the City Council's procedure for dealing with objections to TROs and notices of intent, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the Earlsdon Liveable Neighbourhood Scheme, if approved, will be funded from Active Travel Fund tranche three, awarded by Transport for West Midlands on behalf of national government.

## **Recommendations:**

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed traffic orders and raised tables, and the representations to the controlled crossings.
- 2) Subject to recommendation (1), approve that the proposed shortening of waiting restrictions (double yellow lines) on Clarendon Street is not implemented.
- 3) Subject to recommendation (1), approve that the proposed No Entry TRO on Warwick Street is not implemented.
- 4) Subject to recommendation (1), approve that the proposed changes to waiting restrictions on Warwick Street are not implemented and the existing waiting restrictions remain in operation.
- 5) Subject to recommendation (1), approve that the proposed changes to waiting restrictions on Moor Street between Warwick Street and Clarendon Street (installation of disabled parking bay and approximately 20m of double yellow lines) are not implemented.
- 6) Subject to recommendation (1), approve that the proposed daytime 7am-7pm taxi ranks on Earlsdon Street are not implemented, that the existing waiting restrictions remain in operation and that a revised proposal is advertised in the future.
- 7) Subject to recommendations 2 to 6 and following consideration of the objections and representations received approve the implementation of the advertised proposals.

The scope of the recommended revised proposals is set out at Appendix D to the report.

**List of Appendices included:**

Appendix A – Objections raised against specific proposals, with city council response

Appendix B – Objections raised not against specific proposals, but highlighting concerns with the scheme in general

Appendix C - Queries and comments raised during the statutory consultation period

Appendix D – Revised scheme to be implemented following statutory consultation period

**Background papers:**

None

**Other useful documents**

None

**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:** Objections to Proposed Earlsdon Liveable Neighbourhood Scheme

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

- 1.1. This report summarised the objections received to the statutory notices issued in relation to the Earlsdon Liveable Neighbourhood scheme, which was approved for implementation at the Cabinet Member Meeting held on Monday 8<sup>th</sup> January 2024.
- 1.2. The project is funded by Transport for West Midlands, as part of the third tranche of the Active Travel Fund. This funding is aimed at schemes that improve conditions for walking, wheeling and cycling.
- 1.3. Engagement with residents, businesses and other stakeholders has taken place over two stages. The first stage, from December 2022 to February 2023 focused on understanding people's issues and objectives on what they feel – in terms of public realm changes – would make Earlsdon a more liveable neighbourhood, achieving a better balance between the needs of traffic and local people. Particular emphasis was made on the historic issues that have previously been raised in the area, notably traffic speeds, parking and volumes of through traffic.
- 1.4. The second round of engagement sought local feedback on a set of proposals that were designed to respond to the themes and priorities identified in the first round.
- 1.5. Following that second round of engagement, changes were made to the scheme to respond to concerns raised, and it is these proposals that were included in the statutory notices advertised on 15 February 2024 following Cabinet Member approval on 8 January. Some elements of the scheme, like road narrowing and benches, do not require statutory consultation, and thus are outside the scope of objections and therefore are not discussed in this report.

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

- 2.1. Option development and consideration has followed the multi-stage consultation process outlined above, of which this statutory consultation is the third and final step.
- 2.2. At this stage of the scheme development process, the options available are:
  - A. Withdraw the scheme.
  - B. Implement the scheme as advertised.
  - C. Implement the scheme as advertised, in part only.
- 2.3. This report recommends the third option, which is implementing the scheme but with some changes to reflect the concerns raised during the statutory consultation period.
- 2.4. The key proposals that will be implemented, if agreed, are:
  - Albany Road toucan crossing and associated cycle track designation.
  - Area-wide 20mph Zone with supporting traffic calming measures.
  - Beechwood Avenue traffic calming scheme including associated parking restrictions and landscaping.



- Broadway and Spencer Road traffic calming measures.
- Earlsdon Street zebra crossing and associated parking changes.
- Exemption for cycles to existing and proposed No Entry points and One Way streets.
- Introduction of West Midlands Cycle Hire docks in Earlsdon Avenue North and Warwick Street, subject to operator site approval.
- Pavement (footway) widening on Earlsdon Avenue North and Earlsdon Avenue South, and associated parking restrictions and landscaping.
- Point closures (mode filters) in Arden Street and Shaftesbury Road and associated parking restrictions.
- Point no entry in Stoneleigh Avenue, at junction with Kenilworth Road, and associated parking restrictions.

2.5. Proposals that will not be implemented, if agreed, are:

- Point no entry in Warwick Street.
- Changes to parking restrictions in Warwick Street.
- Introduction of double yellow lines and Blue Badge parking bay in Moor Street.
- Removal of double yellow lines in Clarendon Street.
- Introduction of part-time taxi rank on Earlsdon Street.

2.6. All parking in Warwick Street will remain as at present, apart from the introduction of a West Midlands Cycle Hire dock within the carriageway.

2.7. The 24-hour part of the Earlsdon Street taxi rank will be introduced as advertised, but the part-time extents will be reviewed and re-advertised later.

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

3.1. The proposed TRO and Notices were advertised in the Coventry Telegraph on Thursday 15 February 2024. Notices were also placed on street in the vicinity of the proposals. In addition, residents and other stakeholders who had previously registered to be informed of scheme progress were sent an email newsletter advising them of the notices being published, inviting them to comment or object.

3.2. A total of 55 objections were received from 31 individuals. Of these, two were specifically raised in relation to the proposed waiting restrictions and blue badge parking bay on Moor Street and a further two were specifically raised in relation to changes to parking on Warwick Street.

3.3. The remaining objections were raised against the overall scheme (i.e. citing one or more traffic order or notice title), but those objections raised specific issues relating to the following proposals:

- a) Proposed area-wide 20mph zone
- b) Proposed changes to parking on Earlsdon Street
- c) Proposed cycle contraflows
- d) Proposed double yellow line on Earlsdon Avenue South
- e) Proposed double yellow lines on Beechwood Avenue

- f) Proposed point no entry on Warwick Street
  - g) Proposed prohibition of driving on Arden Street
  - h) Proposed prohibition of driving on Shaftesbury Road
  - i) Proposed raised table on Beechwood Avenue
  - j) Proposed shortening of yellow lines on Clarendon Street
  - k) Proposed taxi rank on Moor Street
  - l) Proposed zebra crossing on Earlsdon Street
- 3.4. Some objections raised queries or concerns about process, consultation, data, and enforcement.
- 3.5. Appendix A to the report lists the issues raised in relation to a specific proposal, and a response to the issue(s) raised. Items are listed alphabetically by street name.
- 3.6. Appendix B to the report lists the issues raised regarding the scheme process, consultation, and data.
- 3.7. Two emails of support for the scheme were also received. Communications that were queries about the scheme were also received and responded to.
- 3.8. Appendix C to the report lists the queries and supportive comments raised during the statutory objection period.

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

- 4.1. Subject to the outcome of this decision, the construction of the scheme is expected to start in May 2024, to avoid clashing with the Earlsdon Festival community event. Early enabling works may happen before this date. Substantial completion is currently outlined for the end of school summer holidays in August.

#### **5. Comments from the Director of Finance and Resources and the Director of Law and Governance**

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

The cost of introducing the proposed scheme will be funded by the £1m Active Travel Fund tranche 3 capital grant that has been awarded to deliver the Liveable Neighbourhood schemes.

The scheme will not proceed until funding is in place. Significant change to the scope of the proposals risks funding being withdrawn.

The introduction of an area-wide 20mph Zone presents opportunities for revenue savings, as a number of currently illuminated traffic signs would no longer require illumination. The location where these signs can be de-illuminated is currently under review, in association with the council's proposed street lighting overnight switch-off.

The proposals are anticipated to result in a reduction in vehicle speeds, particularly along Beechwood Avenue, which would in turn lead to reduced maintenance costs relating to the replacement of street furniture being damaged in collisions caused by

speeding traffic. Road narrowing also reduces the amount of carriageway to be maintained, and thus saves future maintenance costs as footway maintenance is less revenue intensive.

Measures that improve uptake of active travel will in turn improve public health outcomes, with a resultant saving in long-term health and social care costs.

## 5.2. Legal Implications

The Road Traffic Regulation Act 1984 allows the Council to make a 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.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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 Coventry 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?

A risk register has been established for the project as part of its original business case, and this is regularly reviewed and updated as necessary by the project team, overseen by the Transport Capital Programme Board.

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

Proposed changes to traffic management will mean different routes will need to be planned for refuse collection vehicles and services like assisted transport serving some streets within Earlsdon. However, the proposed traffic management changes have been designed to keep residual routes set up as “loops” that minimise the need for turns in the road or reversals. Any reversals required will be short, and less than existing reversal manoeuvres already required in the area. Colleagues in these services have been engaged on the proposals and have agreed that alternative routes can be adopted without any impact upon service provision.

### **6.4. Equalities / EIA?**

The introduction of the scheme is designed to respond to community input, including specific user groups including care homes. The overall scheme will improve road safety for all road users. Pavement widening at key areas will reduce congestion on the footway and make it easier for visually impaired pedestrians and people in wheelchairs to negotiate the pavement.

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

The proposed scheme will support people in making more sustainable transport choices by improving conditions for walking and cycling, in response to the key priorities established for the scheme following public and councillor input.

The proposals also include locations where greenery and planting will be installed, including sustainable urban drainage features that help mitigate flooding.

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

The scheme provides opportunities for Transport for West Midlands to install docks for its Cycle Hire Scheme, in a location that has traditionally had strong demand for the scheme but limited scope to provide docks on street.

The scheme also improves the pedestrian environment at three bus stops in Earlsdon, making public transport a more attractive choice, potentially offsetting need for public transport services to be subsidised. There is also scope for improved revenue for both public transport and cycle hire to arise from the co-location of the cycle hire dock with a significant bus stop (the inbound bus stop outside Earlsdon Library).

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Caroline Taylor	Governance Services Officer	Law and Governance	14.03.24	14.03.24
Caron Archer	Principal Engineer, Traffic and Road Safety	City Services	14.03.24	15.03.24
Rob Parkes	Commercial Lawyer	Law and Governance	14.03.24	18.03.24
Sunny Heer	Lead Accountant	Finance and Resources	14.03.24	14.03.24
John Seddon	Strategic Lead – Transport and Innovation	City Services	14.03.24	25.03.24
<b>Names of approvers for submission: (Officers and Members)</b>				
Helen Williamson	Finance Manager - Place	Finance and Resources	19.03.24	21.03.24
Andrew Walster	Director of City Services	City Services	19.03.24	22.03.24
Councillor P Hetherton	Cabinet Member for City Services	-	25.03.24	25.03.24

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**Report title:** Objections to Proposed Earlsdon Liveable Neighbourhood Scheme

**Appendix A:** Objections raised against specific proposals, with city council response.

Location of proposal	Proposal	Summary of objection	Design response
(More than one street)	Cycle exemption to existing and proposed one-way streets and no entry points	This will be unsafe due to the narrow nature of the streets. It is difficult to pass cycles as it is already.	The streets that are one way are the same width as streets that are presently two-way for all vehicles. This does not suggest that there would be significant issues with the operation of a cycle contraflow, as the same need for two vehicles to give way to each other would arise, albeit with a smaller number and size of vehicle. Studies also suggest that over time, one-way streets with cycle contraflow improve road safety for all users as they lead to drivers travelling more slowly, which is an important supporting measure of the 20mph zone.
(Scheme wide)	20mph zone	Will increase journey times	Many streets within the area already are low-speed streets, and it will be only on the streets with the highest existing speeds where journey times would be noticeably slower. However, this has to be balanced against the overall benefit to all road users of safer conditions that arise from a 20mph zone, especially where this helps pedestrians and cyclists feel more confident and in turn more people using these modes instead of short car-borne trips. The 20mph proposal was very well supported in the consultation process.
Arden Street	Prohibition of driving, immediately north of Clarendon Street	Extended travelling times and emissions for local residents accessing the A45 and vice-versa	Data shows that a high proportion of traffic in the Arden Street area is through traffic that does not make a stop within Earlsdon. By reducing the flow of this traffic through Earlsdon, this will help achieve the scheme's aims of making streets more focused on local people and improving conditions for walking and cycling. The junction of Rochester Road and Beechwood Avenue is proposed to be altered so that Rochester Road becomes the priority arm, making access onto Beechwood Avenue from Rochester Road much safer and easier than at present.

Location of proposal	Proposal	Summary of objection	Design response
Arden Street	Prohibition of driving, immediately north of Clarendon Street	Extended access times for emergency services	This concern has seemingly stemmed from experiences in Low Traffic Neighbourhood elsewhere, where much comprehensive traffic restrictions have been implemented over a much wider area. The design philosophy taken in the Earlsdon Liveable Neighbourhood scheme has been significantly more community-responsive and holistic, with point closures restricted to locations where large-scale displacement effects are not expected to be significant, as affected areas are much smaller with displacement confined and mitigated. Consultation with the fire service indicated that they were comfortable with the revised access routes, as these did not increase journey times outside their acceptable parameters.
Arden Street	Prohibition of driving, immediately north of Clarendon Street	How will traffic access for deliveries? Will traffic have to u-turn on Clarendon Street or Bell Walk?	The closure point has been selected to create a natural “loop” of Arden Street, Clarendon Road and Moor Street. Most delivery traffic would simply turn in forward gear at the closure point, not requiring a reversal. The short cul-de-sac section of Arden Street at the Hartington Crescent end is significantly shorter than the existing culs-de-sac in Earlsdon of Stanley Road and Palmerston Road. We have already engaged during the consultation process with the business located on Arden Street, who are aware of the need to communicate the new access routing to their suppliers, and we will support them with this throughout the implementation period.
Beechwood Avenue	Raised table at Warwick Avenue junction	Does not seem necessary as parked cars already provide a traffic calming effect	Parked cars are a useful form of traffic calming, and indeed the scheme has designed around this to maximise the effect of parked cars. However, yellow lines have also been proposed to improve visibility out of the Styvechale Avenue junction, which may have the effect of increasing speeds. As this section of Beechwood Avenue already experiences excess speeding, a raised table is considered necessary to achieve the desired traffic calming sufficient for a 20mph zone



Location of proposal	Proposal	Summary of objection	Design response
Beechwood Avenue	Double yellow lines around the bend near Bates Road and Rochester Road	Concerned that residents will lose parking	The double yellow lines at this location are required to ensure vehicles can pass around the proposed traffic island to be installed as a traffic calming feature. Beechwood Avenue was a significant area of concern in the first round of “issues and opportunities” consultation, and as such a considerable focus of the design has been around calming traffic along this route.
Beechwood Avenue	Double yellow lines at Rochester Road junction	The lines are not sufficient to improve visibility for pedestrians crossing the road	The layout of the changed junction has been carefully considered to both improve pedestrian crossing desire line and control traffic speeds. The issue with crossing visibility now is largely because of high approach speeds by traffic. By altering the junction layout and approach from the south, traffic speeds would reduce, given drivers and pedestrians better visibility of each other at the conflict points.
Clarendon Street	Shortening of double yellow lines at Arden Street	Concerned about increased conflict, compounded by the proposed point closure	The double yellow lines were proposed to be shortened as the point closure meant that large vehicles would no longer need the area to be kept clear, and as such reducing the yellow lines was seen as an important design response to concerns in the area about shortage of parking. <b>However, we recognise the concerns raised by this objection, and as such the recommendation is that the proposed shortening of yellow lines at this location now does not go ahead.</b>

Location of proposal	Proposal	Summary of objection	Design response
Earlsdon Avenue South	Double yellow lines outside methodist church	This space was taken away for a temporary bus stop which is no longer required and should be given back for parking	The carriageway at this location is being narrowed in order to improve the footway along the frontage of Elsie Jones House and around the bus stop. This location currently has a very large tree which almost completely blocks the footway, making access difficult for walkers and wheelers. Because of the road narrowing opposite, it is necessary for a double yellow line to be introduced in the location of the temporary bus stop. The double yellow line is less stringent than the existing bus stop clearway, and will permit stopping to drop off passengers or make deliveries, but doesn't rule out temporary use of the bus stop for any reason in the future as the kerbside would be kept clear by the double yellow lines. As part of the measures to support the 20mph zone, sections of yellow line are proposed to be removed on Albany Road (to create occasional pinchpoints), and this would provide nearby parking to the church.
Earlsdon Street	Changes to parking on Earlsdon street	Concerns about congestion on Earlsdon Street and loss of parking	Changes to parking on Earlsdon Street were required to accommodate the new zebra crossing (see below). Given concerns about existing congestion opportunity was taken to rationalise the existing parking layout, which is confusing due to some parking bays becoming taxi-only overnight. Taxis are also observed to rank incorrectly. Creating a dedicated taxi rank rather than split time will make enforcement of over-ranking more straightforward. <b>However, we recognise the concerns about the extent of the taxi rank on Earlsdon Street, so only the short rank outside Albany Club is proposed to be installed. The remainder of the rank proposed on Earlsdon Street will be reviewed and advertised at a later date.</b>

Location of proposal	Proposal	Summary of objection	Design response
Earlsdon Street	Zebra crossing	Concerns about congestion	The proposed zebra crossing received strong support, in a consultation process that gave a mandate for its introduction as part of scheme designed to create a more liveable, people-friendly street environment. The zebra crossing has already been designed to be set back slightly from the junction, providing a small buffer to the roundabout to minimise blocking back. Road marking changes on the roundabout will also be introduced to improve lane discipline and queuing.
Moor Street	Yellow lines and blue badge parking bay between Clarendon Street and Warwick Street	This will reduce parking availability in the street	The changes at this location were requested during the second round of consultation. <b>Following the feedback received during statutory consultation, these changes will be withdrawn from the scheme.</b>
Moor Street	Taxi bay 7am-7pm	Who will ensure it is not used after 7pm?	The taxi bay is operational 7am-7pm, and is intended to be used for general parking outside these times, without any restriction. The kerb side is currently occupied by a double yellow line, so the taxi bay is not depriving anyone of parking, and the overnight capacity is additional capacity for the general public. The first round of consultation saw numerous complaints raised about drivers turning the wrong way up the no entry on Moor Street at this location. Bringing parking closer up to the junction will narrow the entry here, making it more difficult to turn into the side road against the No Entry.

Location of proposal	Proposal	Summary of objection	Design response
Shaftesbury Road	Prohibition of driving, at junction with Beechwood Avenue	It is not necessary, as Shaftesbury is a quiet street. How will traffic access for deliveries?	A closure is proposed on Shaftesbury Road, as otherwise traffic from Arden Street would simply displace to Shaftesbury Road, which would be unacceptable and contrary to the aims of the scheme. The closure point has been selected to create a natural “loop” of Shaftesbury Road and St Andrew’s Road, meaning most delivery traffic would simply turn back at their common junction on a v-shaped route. A short section would require servicing by reversal, but this is shorter than the much longer culs-de-sac already in place in Earlsdon at Stanley Road and Palmerston Road. <b>We are aware of a specific issue of regular access for assisted transport vehicles to a vehicle within this street, and we will be supporting the affected individuals throughout the implementation process so that their transport providers are made aware of the new access arrangements.</b>
Shaftesbury Road	Prohibition of driving, at junction with Beechwood Avenue	Access will be made more difficult, it is already a problem due to parking	The scheme also includes a new double yellow line on Shaftesbury Road which will improve access by removing parking in locations that currently make access problematic.
Warwick Street	Point no entry into Warwick Street from Arden Street	In combination with the closure of Arden Street, this will present unacceptable inconvenience to residents. Also concerned that speeds would increase.	We recognise that this is a concern. Our priority had been to explore means of creating additional parking in an area that is congested, and a point no entry on Warwick Street was a compelling option. <b>However, considering the concerns about the cumulative impact of both the closure on Arden Street and the No Entry on Warwick Street, we recommend withdrawing the latter proposal.</b> This also has implications for the changes to parking proposed on Warwick Street, see below.

Location of proposal	Proposal	Summary of objection	Design response
Warwick Street	Changes to parking along Warwick Street	This will present issue with resident access and parking, as the current single yellow line is helpful in keeping frontages and driveways clear.	These changes were proposed in response to concerns about shortage of parking in Earlsdon. Opportunity was taken in the scheme to introduce a point no entry on Warwick Street, which would also facilitate the existing single yellow line being removed to create more parking. Due to concerns about the cumulative effect on traffic access of both the Arden Street closure and the Warwick Street no entry, the latter proposal is now recommended to be withdrawn. <b>This also means the associated changes to parking on Warwick Street will also be recommended to be withdrawn, with the exception of the proposed West Midlands Cycle Hire bay.</b>

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**Report title:** Objections to Proposed Earlsdon Liveable Neighbourhood Scheme

**Appendix B:** Objections raised not against specific proposals, but highlighting concerns with the scheme in general.

Summary of objection	Response
20mph is pointless if not enforced	The zone is designed to be largely “self-enforcing” and aimed at reducing average speeds across the whole area. Traffic calming is targeted at locations with the highest speed, and driver behaviour is also nudged through traffic management changes such as the zebra crossing, road narrowings, and point closures.
Congestion is caused by illegal parking, which is not enforced, and this will be made worse by the scheme	Enforcement is careful balance. To ensure that drivers are not legitimately stopped to undertaken lawful loading –which is permitted on most yellow lines – an observation period is required. This can give the impression that “illegally parked” vehicles are not being ticketed quickly enough or at all, but this is just given adequate time for enforcement officers to be satisfied that a ticket is being issued correctly. It is often the case that drivers would simply drive away at this time. There is a cost to enforcement, and we must ensure that enforcement is carried out fairly across the city, so it is not possible to be always in one location, nor be as reactive as we may like.
Not enough consultation	The volume of consultation responses document in the two consultation reports, and the number of drop-in sessions held which were incredibly well-attended, does not bear out the suggestion that people have not been adequately informed. We were aware of pockets of non-delivery of leaflets, and substitute material was sent to these addresses. Local media such as Coventry Telegraph, ECHO and local councillors’ social media feeds also carried promotional material. Posters were also displayed shops, at the library, and in the community noticeboard outside City Arms.
No data supplied to back up the decisions	The design process is a balance between data and what residents tell us. Data showing the traffic flows in residential streets was presented in the consultation in order to help residents contextualise the designs.
The proposals are complex and should be introduced incrementally	The measures are designed to work together, not least because of the need for the 20mph zone to be self-enforcing to be effective. Introducing in a piecemeal fashion is not effective, and more costly. This would also be time-consuming and would risk funding not being available due to this being time limited.

Summary of objection	Response
Difficult to understand the plans	The statutory consultation is the final step in the consultation process. Two previous consultations took place, including multiple drop-in sessions where people were able to speak to officers to ask questions about the scheme.
No plans are provided for the narrowing of Earlsdon Avenue North and Earlsdon Avenue South	These changes are not subject to a statutory consultation process, as they form part of the Highway Authority's defined powers under the Highways Act. Proposals drawings were widely available at the second round of consultation, and the proposals generally well-supported.
Traffic flow after the completion of the works at Junction 7 has not been considered	Traffic data has not been the only deciding factor in developing the scheme. The proposals also reflect the views expressed across a wide cross-section of the community over two rounds of public engagement. Historic traffic data collected before the start of the Junction 7 works does not suggest that the completion of that scheme would suddenly mean a huge drop in traffic flows in Earlsdon.
Things like bins and more street cleaning should be done instead of traffic changes	Those things are an important part of any local area, but they in themselves do not make people feel safer walking or cycling. The council in its function has to consider a wide range of interventions, and the money available for the liveable neighbourhood scheme is principally target at highway improvements and can't be used for activities such as cleaning or basic maintenance.



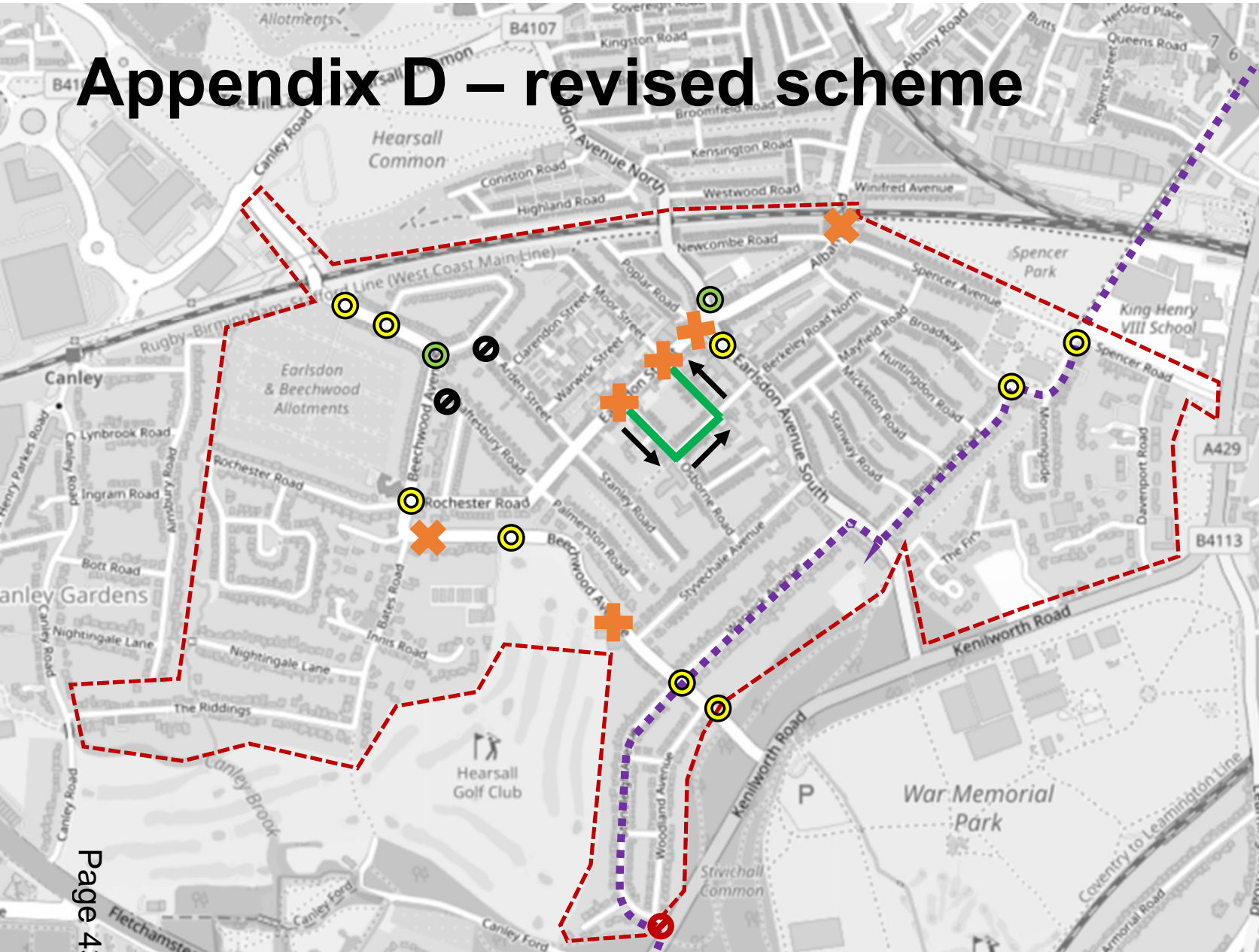
**Report title:** Objections to Proposed Earlsdon Liveable Neighbourhood Scheme









**Appendix C:** Queries and comments raised during the statutory consultation period

<b>Summary of comment</b>	<b>Response</b>
Are traffic signals being provided at the Beechwood Avenue / Kenilworth Road junction? A lot of people requested this	This request was largely generated in response to proposed no entry points on Warwick and Styvechale Avenues, which people felt would have displaced traffic to this junction. While traffic signals may seem an intuitive solution at this location, these are beyond the reach of the budget available and would not be considered within scope by the scheme funders. The scheme has responded to concerns about exiting from Beechwood Avenue by retaining the exit via Stoneleigh Avenue, and removing the proposed no entry points on Warwick and Styvechale avenues, meaning residents can use these routes to access alternative points to join Kenilworth Road.
Fully support the scheme	One letter of support expressed this view
Scheme is a huge step forward, particularly the Albany Road toucan	One letter of support expressed this view
What are the proposals around the golf club?	The overall scheme includes traffic calming measures in this location, but these are not subject to traffic order processes other than the changes to the yellow lines that are required to match locations of new traffic islands and chicanes.

Summary of comment	Response
Why aren't there proposals to improve cycle route NCN52 along Earlsdon Avenue South?	The first round of consultation highlighted a significant demand for a cycle route connecting Earlsdon to both War Memorial Park and Hearsall Common. However, the cost of such a scheme would be beyond the budget available. It was felt that introducing measures on Earlsdon Avenue South at the junction with NCN52 would be potentially abortive works should a future funding pot for an Earlsdon Avenue South cycleway be forthcoming. The council also has aspirations to re-route NCN52 along the Kenilworth Road corridor in order to provide a more direct connection between the University of Warwick and the City Centre. This may make the existing NCN52 more of a local route. We did include changes to Berkeley Road North and South in the scheme presented at the second round of consultation – in order to provide a more attractive direct crossing of Earlsdon Avenue South for cycle traffic – however this was not progressed due to significant residential concern about the impact of the proposed One Way and No Entry.
Why doesn't the scheme include Warwick Road outside King Henry's School	This area is well outside the original consultation area, which was already expanded once to take in concerns expressed by residents not included in the first round. Warwick Road is a significantly different environment and is subject to the ongoing changes associated with the Friargate development plan and Coventry Very Light Rail. Further planning applications for those projects would be an appropriate trigger for local concerns about Warwick Road to be raised and therefore considered by the Council.

# Appendix D – revised scheme



-  Proposed 20mph Zone (sign only)
-  Existing One-Way Street – exemption for cycles to be introduced
-  Existing NCN52 cycle route
-  New or improved pedestrian crossing
-  Proposed traffic calming – raised table, or road narrowing (painted or kerbed)
-  Proposed kerbed road narrowing with green space
-  Proposed point closure (cycles to be exempt)
-  Proposed no entry from Kenilworth Road into Stoneleigh Avenue (cycles to be exempt)

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Cabinet Member for City Services

10th April 2024

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of City Services

**Ward(s) affected:**

Bablake, Earlsdon, Foleshill, Sherbourne

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

**Recommendation:**

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 to 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: [edemocracy.coventry.gov.uk](http://edemocracy.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 to the 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 to 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 to the report will be sent out by May 2024.

#### **5. Comments from the Director of Finance and Resources and the Director of Law and Governance**

##### **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?**

(<https://www.coventry.gov.uk/strategies-plans-policies/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



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Caron Archer	Principal Officer – Traffic Management	City Services	27/03/24	27/03/24
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This report is published on the council's website:

<https://www.coventry.gov.uk/council-meetings>

## 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
29/22	Removal of Residents Parking Permit Scheme Sir Henry Parkes Road	71	Cllr Tucker	Determination	An agreed residents' consultation on the proposal to remove Sir Henry Parkes Road from Resident Parking Scheme CA1 and CA2 has now been completed and the results analysed. This has demonstrated that there is insufficient support from residents at this time to justify the removal of the road from the residents' scheme. As such no further action is proposed.
33/23	Stoney Stanton Road - Residents Parking Area	11	Cllr Nazir	Determination	The current parking restriction is a limited waiting restriction and is considered appropriate for this location, mindful of the location, adjacent restrictions, and the current mix of residential and commercial premises that it serves. Therefore, there are no current proposals to change the restriction. Monitoring of the area and parking practices will continue, to understand the impact of the adjacent Crabmill Lane resident parking scheme which will be introduced later in 2024.

<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>
E45/23	Hollyfast Road - Pedestrian Crossing	16	Cllr Simpson	Holding	This request is noted, however insufficient information has been provided with the petition to enable a detailed investigation as to the merit and feasibility of the request to be undertaken. As such, it is proposed to seek further detail from the lead petitioner which will enable the request to be assessed.
29/23	Pickford Green Lane, Allesley - Chronic Parking Problems	138	Cllr Jandu	Determination	The request has been noted. Proposals to introduce such measures at this location had previously been proposed and will be advertised on 4 April. The proposal will be subject to the standard 21-day statutory objection period. Any objections received will be considered by the Cabinet Member at a public meeting prior to determining if the advertised changes will be implemented.

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