



Cabinet Member for City Services

Time and Date

2.00 pm on Monday, 17th June, 2024

Place

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 10)
 - (a) To agree the minutes of the meeting held on 10th April 2024
 - (b) Matters Arising
4. **North View - Objections to Proposed Waiting Restrictions** (Pages 11 - 22)

Report of the Director of City Services and Commercial

Note: The objectors have been invited to the meeting for the consideration of this item.
5. **Watery Lane, Corley Moor – Objections to Proposed Prohibition of Driving Restriction** (Pages 23 - 34)

Report of the Director of City Services and Commercial

Note: The objectors have been invited to the meeting for the consideration of this item.

6. **Ethelred Close and Jennaway Gardens - Objections to Proposed Waiting Restrictions** (Pages 35 - 42)

Report of the Director of City Services and Commercial

Notes:

- (i) The objectors and supporters have been invited to the meeting for the consideration of this item.
- (ii) To consider a petition headed 'Formal Objection to Parking Restrictions on Ethelred Close', bearing 9 signatures, which is being supported by Councillor J Blundell, a Wainbody Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the petition organiser.

7. **Petition 30/23 - Holmsdale Road - Residents only Parking Permits and One Way Traffic Flow** (Pages 43 - 50)

Report of the Director of City Services and Commercial.

To consider the above petition bearing 116 signatures. The petition is being sponsored by Councillor S Nazir, a Foleshill Ward Councillor, who has been invited to the meeting for the consideration of this item along with the Petition Organiser.

8. **Knights Templar School Street - Evaluation and Next Steps** (Pages 51 - 72)

Report of the Director of City Services and Commercial

9. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 73 - 80)

Report of the Director of City Services and Commercial

10. **Outstanding Issues**

There are no outstanding issues

11. **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, Director of Law and Governance, Council House, Coventry

Friday, 7 June 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)

Councillor J Blundell (For Agenda Item 6)

Councillor S Nazir (For Agenda Item 7)

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**Caroline Taylor / Michelle Salmon, Governance Services Officers,
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at
3.00 pm on Wednesday, 10 April 2024

Present:

Members: Councillor P Hetherton (Cabinet Member)

Other Members: Councillor Dr L Kelly

Employees (by Service Area):

Law and Governance R Parkes, M Salmon, C Taylor

Transport & Innovation D Keaney, A Saffrey, J Seddon

Apologies: Councillors: M Heaven and G Lloyd

Public Business

52. Declarations of Interests

There were no disclosable pecuniary interests.

53. Minutes

The minutes of the meeting held on 28th February 2024 were agreed as a true record.

There were no matters arising.

54. North View - Objections to Proposed Waiting Restrictions

This item was deferred to a future meeting.

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

The Cabinet Member considered a report of the Director of City Services, concerning objections that had been received to Traffic Regulation Orders 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.

The report indicated that 55 objections from 31 individuals had been received and in accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services.

The 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 for City Services meeting on 8th January 2024.

Engagement with residents, businesses and other stakeholders had taken place over two stages, the first stage focusing on understanding people's issues and objectives on what they felt (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. The second round of engagement sought feedback on a set of proposals designed to respond to the themes and priorities identified in the first round.

Following the second round of engagement, changes had been made to the scheme to respond to concerns raised, and it was these proposals that were included in the statutory notices advertised on 15th February 2024.

A summary of the proposed restrictions, objections and responses were set out in appendices to the report. All of the respondents were invited to the meeting and a number were in attendance. In addition, 2 objectors had submitted additional written comments in response to the report and these were reported at the meeting.

The report proposed implementation of the following:

- 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

The report proposed that the following elements of the scheme would not be implemented :

- 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

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

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

Objectors speaking at the meeting raised the following points and concerns:

- If Arden Street was closed off, this would increase traffic through Moor Street and Clarendon Street
- Traffic being diverted away from Moor Street
- The necessity of a further pedestrian crossing on Earlsdon Street
- Closure of streets resulting in increased local journey times
- Some Earlsdon residents being unaware of the scheme
- Removal of parking bays outside the Post Office on Earlsdon Street
- Beechwood Avenue:
 - Removal of parking bays
 - Double yellow lines across driveways
 - Poor visibility for drivers in and out of driveways
 - Measures to slow drivers into the bend
- Increased emissions in Earlsdon affecting air quality
- Mobile air quality equipment being installed in Earlsdon Street
- The possible adverse effects on house prices in the area following the introduction of the scheme
- Poor visibility for home-owners reversing into and out of driveways

Following responses from officers, the Cabinet Member agreed that the following data would be provided to objectors:

- Speeding data by street
- Air quality data before and after the scheme was implemented
- Traffic density data
- Numbers of accidents

Councillor Kelly, an Earlsdon Ward Councillor, attended the meeting and spoke in support of the Earlsdon Liveable Neighbourhood Scheme. She welcomed the extensive consultations that had taken place and suggested that the measures would improve the quality of life for residents including air quality.

The Cabinet Member thanked objectors for attending the meeting and providing their comments. She gave assurance to the objectors that the scheme would improve Earlsdon and she requested that officers further investigate the issues raised. She also encouraged objectors to make further contact through the Earlsdon Ward Councillors with any further issues.

RESOLVED that the Cabinet Member for City Services:

- 1) Considered all the objections to the proposed waiting restrictions, proposed traffic orders and raised tables, and the representations to the controlled crossings.**
- 2) Subject to recommendation (1), approves that the proposed shortening of waiting restrictions (double yellow lines) on Clarendon Street is not implemented.**

- 3) **Subject to recommendation (1), approves that the proposed No Entry TRO on Warwick Street is not implemented.**
- 4) **Subject to recommendation (1), approves 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), approves 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), approves 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, approves the implementation of the advertised proposals.**

56. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

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

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

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

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

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

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

57. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 5.25 pm)

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Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services and Commercial

Ward affected:

Henley

Title:

North View - Objections to Proposed Waiting Restrictions

Is this a key decision?

No

Executive Summary:

In response to traffic management issues associated with parked vehicles obstructing access to premises on North View, it was proposed to install a Traffic Regulation Order (TRO) to prohibit waiting by way of 'no waiting at any time' (double yellow lines).

On 15th February 2024, the proposed TRO was advertised, commencing a twenty one (21) day statutory consultation period. Seven (7) objections were initially received. In accordance with the City Council's procedure for dealing with objections to TROs, a report was prepared which was intended to be presented to the Cabinet Member for City Services at the April meeting to determine how to proceed.

Following further representation with representatives of the nearby Seva School prior to the meeting, a decision was taken to defer that report as Officers worked with local businesses and the School to identify solutions which could address the concerns and needs of all parties.

The cost of introducing a TRO, would be funded from the Highways Maintenance and Investment Capital Programme budget through the CRSTS Settlement.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed City of Coventry (North View) (Prohibition of waiting) Order 2024.
2. Subject to recommendation 1, approve the part implementation of the proposed prohibition of waiting on North View as shown in Appendix C.
3. Endorse the ongoing work of the Traffic Management Team to engage local stakeholders to identify options and solutions considering the differing needs of each party.
4. Approve the proposal to advertise further parking restrictions on North View to address all day and overnight parking as shown in Appendix D.

List of Appendices included:

Appendix A – Location plan

Appendix B – Proposed waiting restrictions on North View

Appendix C – Revised waiting restrictions on North View

Appendix D – Proposed all day and overnight waiting restrictions on North View

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: North View - Objections to Proposed Waiting Restrictions

1. Context (or background)

- 1.1 The Coventry Walsgrave Triangle (Business Park) consists of three (3) roads, Eden Road, Paradise Way and North View. A plan showing the location is included in **Appendix A**. 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.
- 1.2 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 in the last three (3) years (the time period that is used when assessing and prioritising local safety schemes).
- 1.3 Traffic management issues on North View associated with parked vehicles, including all day parking has been raised with the Council. It is reported that current parking behaviours are at times preventing 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 developed as an appropriate and proportionate response to address the issues raised. A plan showing that scheme is attached as **Appendix B**.
- 1.5 As part of the statutory procedure, the TRO necessary to facilitate the installation of that restriction was advertised in the local press on 15th February 2024, advising that any formal objections should be made in writing by 7th 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.
- 1.6 Seven (7) objections were received during the statutory consultation period and a further one (1) representation from Seva School was subsequently received prior to the matter being considered at the April decision session.

2. Options considered and recommended proposal

- 2.1 The seven (7) objections received 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 The representation received from Seva School highlighted the potential impact of the proposed restrictions on school pick up and drop off activities. These currently, whilst building works take place on their site, rely heavily on the on-street parking available on North View. The school have advised that building activities at the school, previously

approved by the Councils Planning department (Planning Ref: PL/2024/0000284/FUL) mean that there is currently no onsite parking or pick up and drop off facilities available within the school grounds. Whilst the current phase of works is scheduled to end by the end of May 2024, further works are planned on site which are likely to mean that the current arrangement, with no parent parking/drop off and pick up facilities, will remain in place through to September 2025. These works have also, it is acknowledged by the school, resulted in an increase in contractor parking on North View which is undoubtedly contributing to the current level of parking demand at this location. The school have advised that they expect this to initially reduce as they move into the next phase of works and acknowledge that opportunities to facilitate off street contractor parking to reduce demand on North View are needed. The school also highlight the works in question are being progressed by the Department for Education and as such sit outside of the direct control of the school.

- 2.4 In order to better understand the issues being faced by the school and local businesses, a meeting took place on the 20th May 2024 on North View, to which all interested parties were invited, to discuss the concerns of all parties and to seek co-operation and collaboration to address the concerns raised. At the meeting, concerns over school, contractor and overnight parking were raised and discussed, with all parties committed to working positively together to seek a viable long-term solution. Opportunities including utilising space and carparking on neighbouring premises was discussed and continues to be explored as were revised parking restriction proposals which would meet the schools need for some on street parking during the current phase of building, whilst enabling restrictions to come forward which would aid operational access for businesses on North View.
- 2.5 In considering the objections received and the subsequent discussions with stakeholders the following options have been identified and considered:
- i) make the order for the proposal as advertised;
 - ii) part implement the order as advertised
 - iii) make amendments to the proposals, which would require the revised proposal to be advertised;
 - iv) not to make the order relating to the proposal.
- 2.6 As noted in section 2.2 of this report, six (6) objectors have requested that double red lines be installed in place of the proposed double yellow lines. 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'*.
- 2.7 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. For this reason, such a restriction would not be appropriate at this location and is therefore not recommended.

- 2.8 Options i and iv above are also not recommended. Whilst option i would aid operational access, it would significantly impact parent pick up and drop off activities at the Seva School over the next 18 months and is likely to disperse parking demand onto other private third-party land which is not desirable. Option iv is also not recommended as this would maintain the status quo and would not address the concerns being raised by local businesses.
- 2.9 It is proposed therefore that a combination of Options ii and iii should be taken forward as the preferred option on a staged basis at the current time. The first stage would be to partially implement the advertised proposal as shown in the revised plan shown in **Appendix C**. By adopting this approach, we would be able to address the concerns raised by businesses associated with parking on both sides of the carriageway on North View. This option would retain some parking on the western side of North View (approximately 185m) but would protect the critical pinch points at either end of the road at the approaches to the roundabouts. This approach, of partially implementing the restriction, enables the measures to come forward and be implemented on the ground in an accelerated fashion and would not require the readvertisement of this specific element. Alongside these measures, it is also proposed to remark an existing school bus/coach parking bay which had historically been marked out on the highway fronting the school to aid school related bus/coach pick up and drop off activities.
- 2.10 This course of action, whilst positive, would not address concerns raised related to overnight and all-day parking on North View. As such it is proposed that additionally, a subsequent TRO is advertised which proposes the introduction of a restricted single yellow line waiting restriction. This would be timed to facilitate school related drop off and pick up activities, but which would prohibit all day and overnight parking activities. The restricted times proposed being 10am to 2pm and 6pm to 8am (subject to confirmation prior to consultation). This is particularly relevant as it is reported that use of the road for overnight parking is increasing and resulting in an increase in environmental waste and hazards.
- 2.11 Whilst the introduction of the proposed measures have the potential to significantly enhance parking practices on North View and aid the access and egress issues being reported, it is clear that ongoing dialogue and the support of key stakeholders including local businesses, the Seva School, Council Highways, Planning and Education departments alongside West Midlands Police and the Department of Education will be necessary, with all having a role to play in addressing the issues raised. To progress these discussions, the Traffic Management Team will continue to work with stakeholders to facilitate this.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the North View waiting restrictions was advertised in the Coventry Telegraph on 15th 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, if approved to make the TRO in part, as shown in **Appendix C** and install the restrictions on the ground by the middle of July 2024, subject to lining resources.

- 4.2 The proposal to remark the existing school bus/coach bay on North View outside of the school does not require a TRO and as such will be remarked as a priority. It is expected that this work will also be completed by the end of June 2024.
- 4.3 The revised proposals will be advertised in July 2024. Subject to no objections being made to these proposals, it is likely that they could be in place for the start of the new school year in September. If objections are received, these would need to be considered by the Cabinet Member for City Services at a formal meeting before determining the way forward.

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

5.1 Financial Implications

The cost of introducing the proposed TROs is anticipated to be £5000 and if approved, will be funded as part of the Traffic Management allocation from the Local Network Improvement Programme for 2024/25 which itself forms part of the Highways Maintenance and Investment Capital Programme budget, funded via the City Region Sustainable Transport Settlements (CRSTS).

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:

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Service:

City Services

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Caron Archer	Principal Officer (Traffic Management)	City Services, Transport and Innovation	21/05/2024	22/05/2024
Caroline Taylor	Governance Services Officer	Law and Governance	21/5/2024	22/5/2024
Names of approvers: (officers and members)				
John Seddon	Strategic Lead Policy and Innovation	City Services, Transport and Innovation	21.05.2024	22/05/2024
Kathryn Sutherland	Lead Accountant	Finance and Resources	21/05/2024	22/05/2024
Rob Parkes	Team Leader, Legal Services	Law and Governance	21/05/2024	22/05/2024
Councillor P Hetherton	Cabinet Member for City Services	-	03/06/2024	03/06/2024

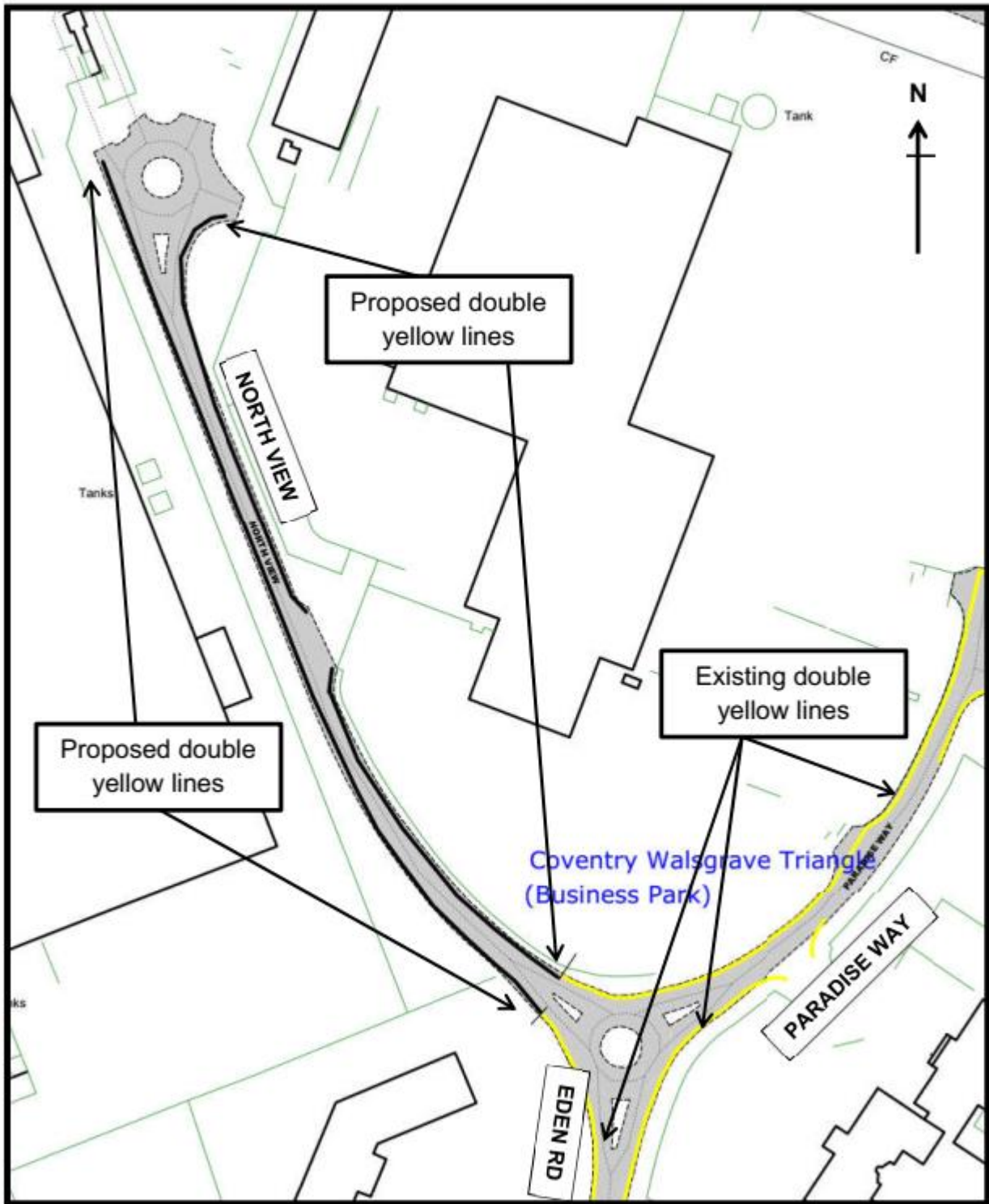
This report is published on the council's website: www.coventry.gov.uk/meetings

Appendix A – Location Plan



Appendix B - Proposed waiting restrictions on North View

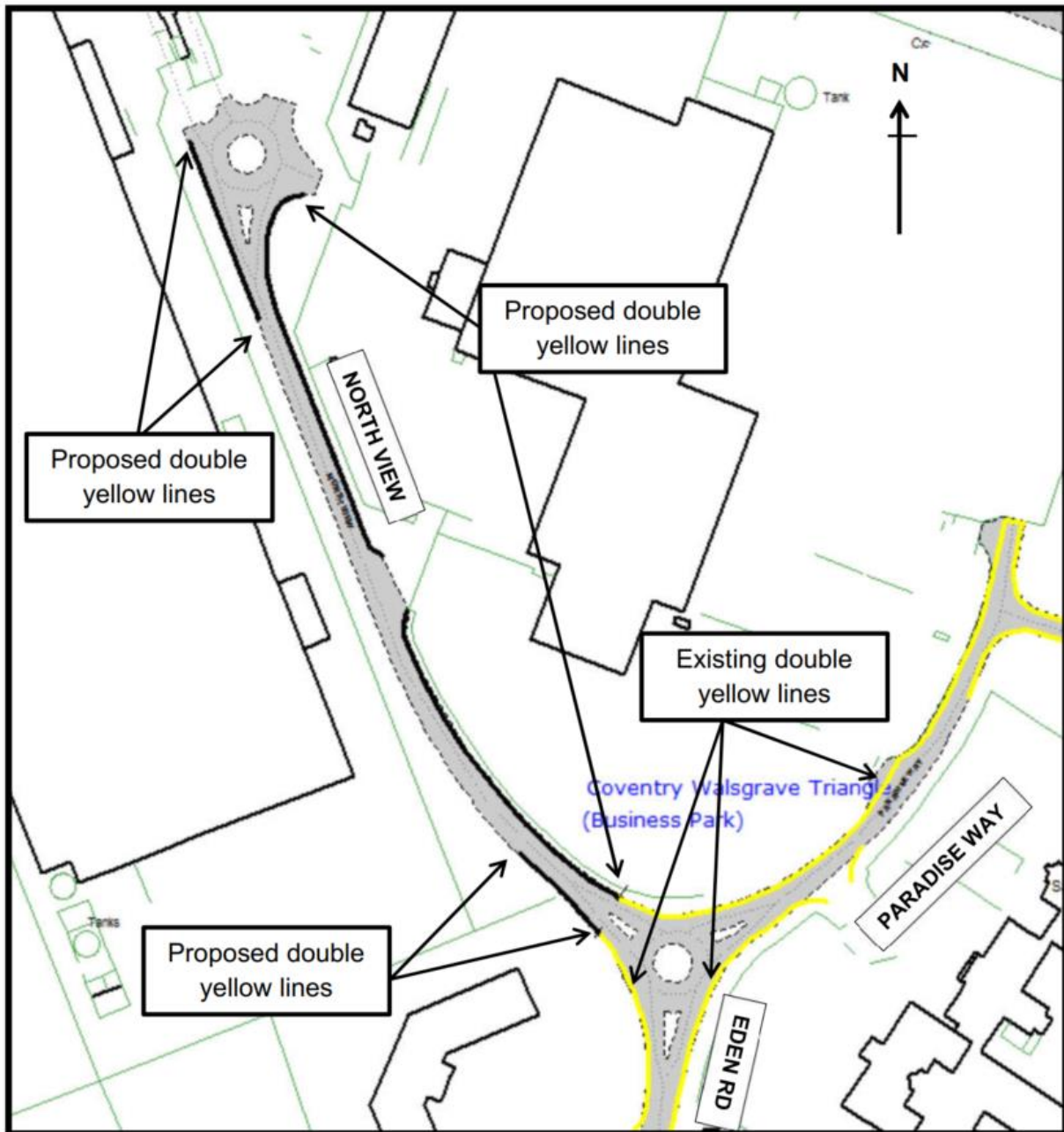
Proposed No Waiting at Any Time (Double Yellow Lines)



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Appendix C – Proposed partial scheme to be implemented on North View

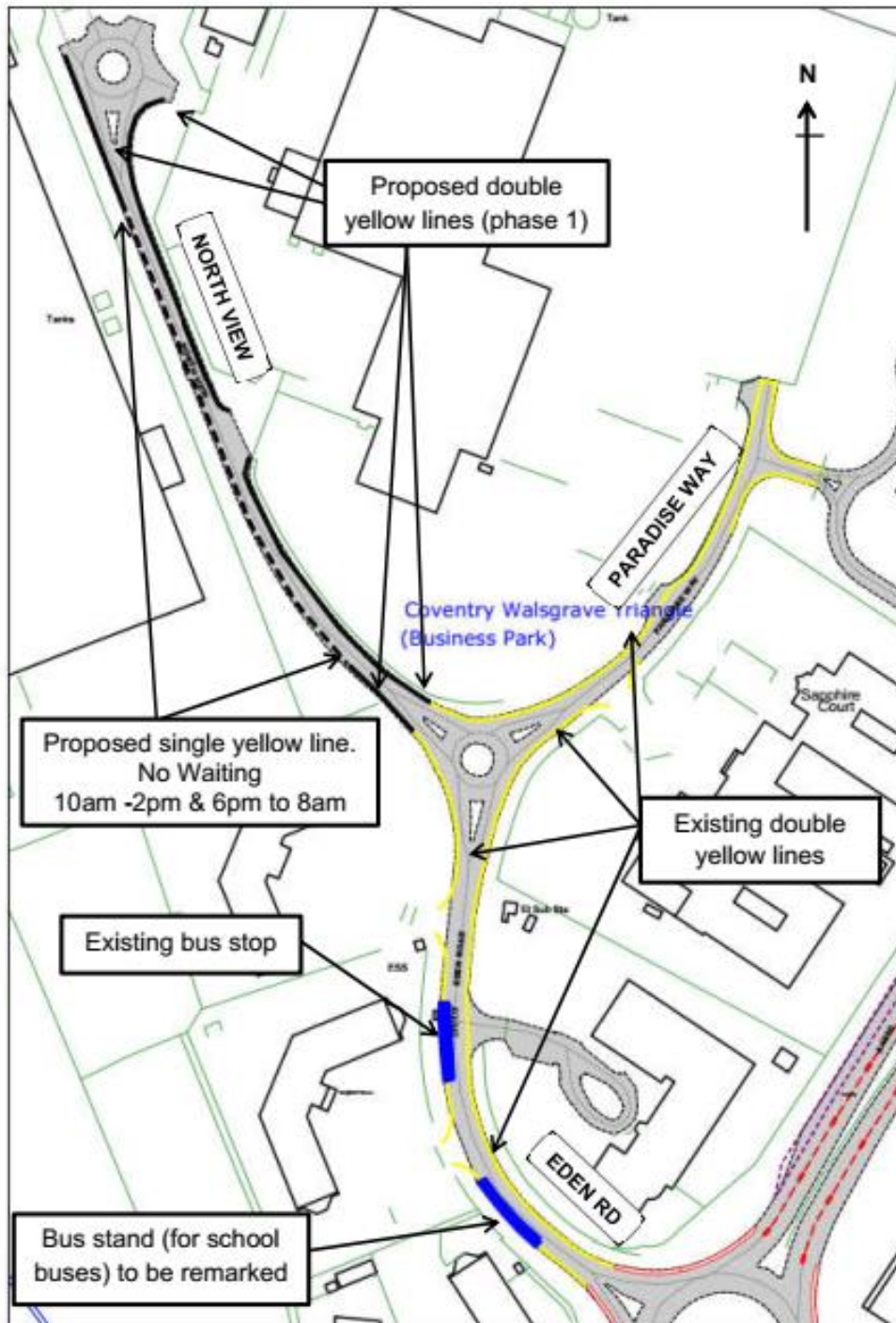
Location Plan – North View Proposed No Waiting at Any Time (Double Yellow Lines) - Revised



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Appendix D – Proposed all day and overnight waiting restrictions on North View

Location Plan – North View
Phase 2 Proposals



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Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of City Services and Commercial

Ward(s) affected:

Bablake

Title:

Watery Lane, Corley Moor – Objections to Proposed Prohibition of Driving Restriction

Is this a key decision?

No

Executive summary:

Residents, with the support of Allesley Parish Council, have contacted the Council on several occasions over the previous 18 months+ regarding ongoing concerns associated with antisocial behaviour (ASB) and misuse of Watery Lane, Corley Moor. The concerns raised include fly tipping, late-night gatherings, antisocial behaviour and conflict between drivers and non-motorised road users.

In response to the concerns raised a scheme proposing the introduction of restrictions that would prevent motor traffic from using a section of Watery Lane was developed in liaison with the Parish Council. The scheme as proposed would use bollards to prevent motor vehicles from entering the section of Watery Lane between Oak Tree House and Hollyberry Hill Farm as shown in **Appendix 1**. These bollards would be removable, and keys provided to those requiring access to land accessed from the restricted section of highway. Through the scheme, the adjoining section of Watery Lane between Oak Tree House and Green Lane would also be subject to a prohibition of driving except for access restriction, however this would be signed only and remain physically open.

Consequently, on the 7th March 2024 a Traffic Regulation Order (TRO) proposing the introduction of prohibition of driving except for access on Watery Lane was advertised. This commenced a twenty-one (21) day statutory consultation period. Six (6) objections were subsequently 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 objections received raised several concerns associated with the impact and inconvenience of the restriction on residents and landowners and highlighted the risk facilitating other types of antisocial behaviour on Watery Lane and neighbouring roads.

The cost of introducing any measures resulting from this report, would be funded from the Highways Maintenance and Investment Capital Programme budget through the CRSTS Settlement.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed City of Coventry (Watery Lane, Parish of Allesley) (Prohibition of Driving) Order 2024.
2. Subject to recommendation 1, approve that the Order as advertised is not implemented at the current time and that the location continues to be monitored with any future reports of fly tipping, antisocial behaviour and criminal activity being reported to colleagues in Environmental Services and West Midlands Police as appropriate for consideration and action.
3. Subject to recommendation 2, endorse officers exploring options around the introduction of a Quiet Lanes signing scheme to highlight the rural nature and promote the use of the lane by active modes of travel.

List of Appendices included:

The following appendices are attached to the report:

- Appendix 1 – Watery Lane TRO Location Plan.
- Appendix 2 – Watery Lane TRO Objection Summary.

Background papers:

None

Other useful documents

CPRE's Guide to Quiet Lanes - <https://www.cpre.org.uk/resources/cpres-guide-to-quiet-lanes/>

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: Watery Lane, Corley Moor – Objections to Proposed Prohibition of Driving Restriction

1. Context (or background)

- 1.1. Watery Lane is a rural unclassified road located in the Parish of Allesley. The road is a continuation of Clay Lane to the south and connects to Wall Hill Road in the north. The most northerly 75m section of the road, where it links to the village of Corley Moor, sits outside of the City boundary within Warwickshire.
- 1.2. Watery Lane is predominately a single-track road, narrowing to 3m in places with no footway and limited passing places. The section of Watery Lane, which is subject to the proposed prohibition of driving, is the southern section commencing from its junction with Clay Lane and running in a northerly direction for a distance of 1.07km to its junction with Green Lane. Of this length only the initial 660m section of the lane would be subject to physical restrictions (bollards) with the remainder relying on signage. The 660m section proposed to be physically closed is the section of lane that does not provide direct access to any residential property, but is used to access adjacent agricultural land, in various ownerships, including equine stabling.
- 1.3. Whilst there are a small number of properties and commercial enterprises on Clay Lane, Green Lane, Windmill Lane and Watery Lane which sit outside of the restriction area and who would use Watery Lane as the primary means of access to Corley Moor, Allesley and surrounding areas, overridingly Watery Lane remains lightly trafficked with only limited use when compared to the surrounding network.
- 1.4. A review of the personal injury collision history for Watery Lane has shown that there have been no recorded personal injury collisions in the last three (3) years (the time period that is used when assessing and prioritising local safety schemes).
- 1.5. Concerns have been raised over the use of the Watery Lane / Clay Lane corridor by through traffic. The narrow width and high banks in the central section presents issues to oncoming drivers as forward visibility is reduced. Furthermore, the route is popular with non-motorised road users (NMUs) such as pedestrians, cyclists and horse riders; the narrow width of much of this route may present a hazard to NMUs when encountering oncoming motor vehicles, however it is noted as referenced above in section 1.4 of this report, that there are no recorded instances of such hazards resulting in an injury causing collision. It is also noted that this central section of the route is relatively remote from properties and as such is vulnerable to instances of antisocial behaviour such as fly-tipping and late-night congregations.
- 1.6. A higher-quality parallel alternative route avoiding the proposed restriction is available via Wall Hill Road and Bridle Brook Lane.
- 1.7. Having reviewed the location and the availability of alternative routes, a scheme consisting of a prohibition of driving, except for access, restriction was developed in consultation with the parish council in response to the issues raised.
- 1.8. As part of the statutory procedure, the TRO necessary to facilitate the installation of that restriction was advertised in the local press on 7th March, advising that any formal objections should be made in writing by 29th March. Notices were also posted on site and a land registry search conducted to identify landowners. Letters were then sent to those it was considered would be directly affected.
- 1.9. Six (6) objections were received during the statutory consultation period. It is also noted that Allesley Parish Council are supportive of the introduction of the restriction proposed.

2. Options considered and recommended proposal

- 2.1. The six (6) objections received to the proposals are summarised in **Appendix B**. This sets out the grounds on which the objections received have been made. Having reviewed each in detail, all cover a range of topics which can broadly be grouped into the following four (4) themes:
- A. Inconvenience and impracticality associated with the need to regularly remove bollards to permit access, including the impact on farming practices, land value and emergency response times.
 - B. The suggestion that the extent of fly tipping and ASB is not that significant at this location and therefore doesn't warrant the measures proposed.
 - C. Risk of displacing and concentrating ASB and fly tipping to other locations in the area, notably Clay Lane.
 - D. The impact of increased traffic and parking on Clay Lane as vehicles visit Elkin Wood and the separation to rural communities that the loss of this link would create.
- 2.2. The concerns raised associated with inconvenience and impracticality are noted. Whilst keys would be issued to any person with a valid need to access land within the closure point; Officers are aware that every journey into and out the restriction would require the bollards to be unlocked, removed, driven through, replaced and locked. It has been highlighted that during peak farming periods there may be a requirement to access the lane on numerous occasions each day which will increase the impact and burden. There is a risk that the bollards will be removed and not replaced if they are found to be inconvenient which would create an ongoing maintenance and operational burden. It is noted that at other locations in the city where keys are issued to members of the public where access is needed, locks are frequently not returned/locked which can cause local tension and an ongoing administrative burden for the Authority as it seeks to manage and maintain access.
- 2.3. One objector suggests that the closure does not operate at all times and is only in place over night when farming activities are reduced and ASB activities are more likely to take place. Whilst the benefits of this arrangement are recognised, it would be impractical and unaffordable for the Authority to operate such an arrangement and therefore could not be progressed. Whilst it is possible that a local member of the parish may offer to undertake the opening and closing of the lane on behalf of the Council, this is not something that could be supported from a risk and liability standpoint.
- 2.4. The comments associated with land value and emergency response times are noted. It is not considered that the introduction of this restriction would affect land values. Watery Lane is not an emergency response route and therefore is not expected to impact emergency response times. It is acknowledged that an emergency service or vet attending land accessed from the closure point would be restricted and access may need to be co-ordinated with a key holder in such instances, or the padlock physically cut off.
- 2.5. To assess the extent of ASB related activities and fly tipping that occurs on Watery Lane, colleagues in Environmental Services and the Police have been consulted. The data provided is summarised below in section 2.6 and 2.8, respectively.
- 2.6. Table showing reports of fly tipping received by Coventry City Council:

Year	Watery Lane	Clay Lane
2020	9	2
2021	4	6
2022	17	7

2023	3	1
2024 (Jan to May)	1	0

- 2.7. The data above shows that there has been significant annual fluctuation in the level of fly tipping that has been reported on both Watery Lane and Clay Lane. The data indicates that generally, except for 2022, there has been a downward trend in the number of fly tipping reports received by the Council.
- 2.8. The Police have provided data for 2024 (Jan to May) which shows that four (4) logs have been recorded over the first five (5) months of the year. Three (3) of the four (4) logs recorded, all related to fly tipped items suspected of being related to criminal activity, and occurred on Clay Lane, with the fourth related to ASB activity associated with motorbike use of Watery Lane and Clay Lane
- 2.9. Whilst it is recognised that there is likely to be a degree, sometimes significant, of underreporting, the data made available to Officers and summarised above does not support the suggestion that Watery Lane is a hot spot for persistent or significant ASB and fly tipping, above that which would typically expect to be seen on a route on this nature. It is also noted that none of the activities logged with the Police to date in 2024 would have been prevented by the installation of the proposed scheme.
- 2.10. Regarding the suggestion that the introduction of the restriction on Watery Lane would increase activities on Clay Lane, this is noted and would need to be monitored if the proposed scheme was introduced. The data available at present suggests that Clay Lane is subject to an equal if not greater level of activity at present, however it is difficult to predict the impact on Clay Lane should the closure of Watery Lane progress. It is noted that the provision of a physical restriction across the road may hamper the Polices ability to respond to reports of motorbike related ASB in the future.
- 2.11. It has been suggested that the introduction of the restriction would isolate residents south of the restriction with the community of Corley Moor. Whilst this impact would be dictated by the start and end points of any journey; it is anticipated that a typical journey between Clay Lane and Corley Moor will increase by approximately 1.3km, this represents a 57% increase over the current journey but would typically only add an extra minute or two to a vehicle journey. The impact of such an increase will vary depending on the circumstances of the individual, however it is recognised that for some, as highlighted within the objections received, the impact could be significant.
- 2.12. In considering the objections received and the subsequent discussions with stakeholders the following options have been identified and considered:
- I. make the proposed Order as advertised,
 - II. not to proceed with the making of the Order as advertised,
 - III. the merits of Quiet Lane signing schemes as an alternative.
- 2.13. The introduction of the restriction (order) as proposed is intended to address the concerns raised by residents of Watery Lane. The proposal will restrict access to through traffic, reducing traffic flows on the lane and the likelihood of conflict with NMU users using the lane. The restriction also has the potential to reduce future instances of fly tipping and antisocial behaviour in the closed section of road by preventing access and reducing the permeability of the network. This could discourage late night gathering in cars which it has been suggested occurs at this location.

- 2.14. Six (6) objections have been received in response to this proposal and have highlighted a range of concerns regarding the implications of the closure. Valid concerns have been raised regarding the impact of the closure on operational activities for local members of the community who regularly rely on Watery Lane to access land and nearby amenities.
- 2.15. Whilst it is acknowledged that instances of fly tipping and ASB related activities do take place on Watery Lane, as set out in sections 2.6 to 2.8, the frequency and extent of such events, based on available information, does not appear to be significantly more at this location than at other locations within this area. A focused intervention at Watery Lane therefore appears unlikely to materially reduce instances of fly tipping and ASB and may result in displacement of issues to connecting sections of Clay Lane. For these reasons and those set out above, it is recommended that option II is taken forward at the current time.
- 2.16. The concerns raised regarding conflict between oncoming traffic and NMU users is acknowledged, however it is also noted that at present there are no reports of any such conflict resulting in a personal injury collision on the roads affected.
- 2.17. Mindful of this, and the need to balance the access needs of the wider community with the concerns raised regarding NMU conflict, it is recommended that Officers progress option III and explore the potential and benefits of introducing a Quiet Lane based initiative on Watery Lane. Such initiatives whilst not widely used, may be a positive way of highlighting and promoting the shared use nature of this rural low trafficked road. Through positive, low impact signing, drivers would be encouraged to drive appropriately and be mindful of oncoming NMU traffic, the overall goal being to help promote the rural environment through which the road runs.
- 2.18. Quiet Lanes do not physically restrict the road and as such would maintain access for those members of the local community who have raised concerns regarding a physical closure. This would remove the hazard and reduce risks associated with road traffic collisions with any bollards or other infrastructure installed on a rural unlit road as part of a prohibition of driving restriction.
- 2.19. It is noted that such an initiative would not address residents' concerns regarding fly tipping and ASB and such issues would need to continue to be raised with colleagues in the Police and the Council's Environmental Services team. Should evidence from such reports show an increase in reports in the future, then appropriate options could be considered and taken forward at that time if deemed necessary.

3. Results of consultation undertaken

- 3.1. A statutory consultation period took place between the 7th and 29th March. During this time notices were posted on site, properties and land identified as being affected were written to and a copy of the notice was deposited for public inspection and available to view on the Council's website. Six (6) objections were received, as summarised in Appendix 2.

4. Timetable for implementing this decision

- 4.1. If the recommendations of this report are approved, the order as advertised will not be implemented and no further action taken in the regard. The provision of "Quiet Lane" scheme will be reviewed over the summer of 2024 with the intention of being in a position to implement a scheme from autumn 2024.

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

- 5.1. Financial Implications

The cost of introducing the proposed TROs is anticipated to be in the region of £12,500 and if approved, would be funded as part of the Traffic Management allocation from the Local Network Improvement Programme (LNIP) for 2024/25 which itself forms part of the Highways Maintenance and Investment Capital Programme budget, funded via the City Region Sustainable Transport Settlements (CRSTS).

The cost of introducing a Quiet Lane scheme is estimated to be in the region of £2500 and would again be funded through the Traffic Management allocation of the LNIP for 2024/25.

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 measures identified within this report link with the delivery priority of improving outcomes and tackling inequalities within our communities. The recommendations set out have been developed mindful of the concerns and feedback that were initially raised by residents and have been balanced against the feedback received following the statutory consultation process on the scheme. The recommended way forward seeks to address concerns raised whilst providing opportunities for the scheme to be revisited in the future should this be necessary.

6.2. How is risk being managed?

No direct risk identified as part of the decisions recommended by this report. Any project risk will be managed through internal project governance processes.

6.3. What is the impact on the organisation?

None identified

6.4. Equalities / EIA?

The introduction of a physical restriction on Watery Lane applies to all road users (except for designated key holders) and is not intended to impact any one group over another. Notwithstanding this, the statutory consultation undertaken has highlighted that the installation of physical restrictions has the potential to isolate members of this rural community and reduce opportunities to access local facilities.

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

The measures to be adopted are intended to contribute towards the Councils air quality targets by promoting, encouraging and enabling active forms of travel. The introduction of a promoted quiet lane will highlight to other motorists the primary use of the lane and direct through traffic on to more appropriate corridors which will improve the local environment and aid NMU use of the lane.

6.6. Implications for partner organisations?

Allesley Parish Council are supportive of the proposal that has been advertised having highlighted the concerns of residents of Watery Lane living within the proposed restriction. The parish council consider that the measures proposed will benefit residents and address the concerns raised.

Warwickshire County Council Officers have been consulted on this proposal and we currently await their response. A verbal update will be provided at the meeting.

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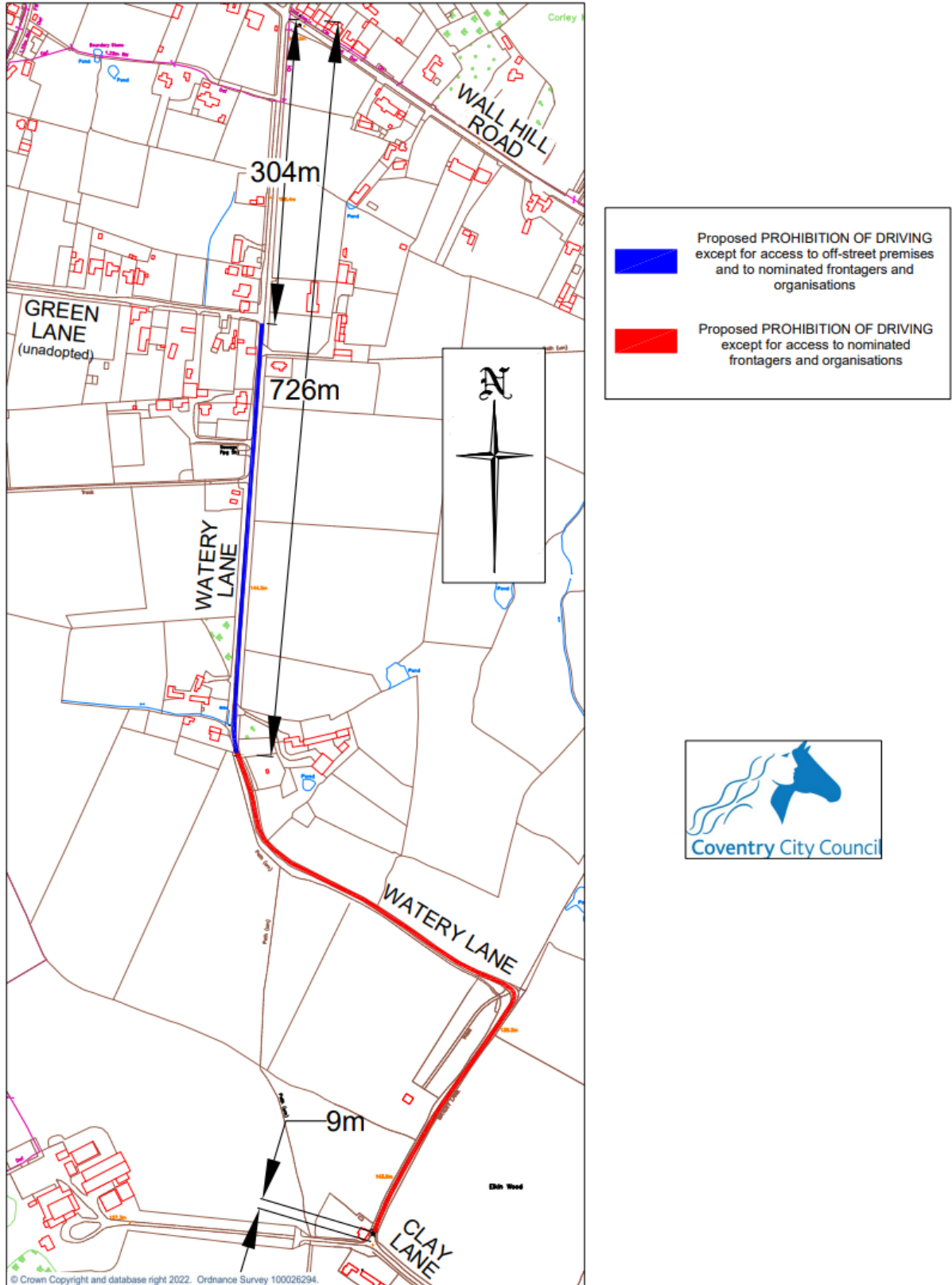
Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
David Edwards	Traffic Engineer	City Services, Transport and Innovation	24/05/2024	24/05/2024
Caron Archer	Principle Officer (Traffic Management)	City Services, Transport and Innovation	24/05/2024	06/06/2024
Caroline Taylor	Governance Services Officer	Law and Governance	24/05/2024	25/5/2024
Names of approvers for submission:				

(officers and members)				
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John Seddon	Strategic Lead Policy and Innovation	City Services, Transport and Innovation	24/05/2024	25/05/2024
Members: P. Hetherton	Cabinet Member for City Services	-	03/06/2024	03/06/2024

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Appendix 1 – Watery Lane TRO Location Plan

LOCATION PLAN - PROPOSED PROHIBITION OF DRIVING
WATERY LANE, PARISH OF ALLESLEY



Appendix 2 – Watery Lane TRO Objection Summary

Summary of representations received to Watery Lane TRO

Ref	Description
Objection 1	Lived locally for several years. Not witnessed significant fly-tipping and ASB over this time. Comments that the only conflict is occasionally and mainly between cars and horses on a Saturday, when there is a little more traffic. Suggests that cars can reverse, and that restricting horse access would be an alternative option. Believes that residents are pushing for this restriction as they believe it will create a private/restricted road that will increase property value.
Objection 2	Concerns that this will result in more fly tipping on Clay Lane. Suggests that the lane may be misused by motor bikes if the restriction is introduced. It is a useful route for moving livestock and will not be convenient to open multiple barriers. Believes this is being driven by a desire to create a private road for the benefit of a few.
Objection 3	Concerned that bollards would reduce usefulness and asset value of land accessed from it. Equine business in this section would be impacted. Emergency response rates would be slowed.
Objection 4	Concerned that 24-hour presence of physical bollards and their frequent removal / replacement would be impractical and would impact those managing land and looking after livestock. Suggests the bollards need only be in place between 6pm to 8am.
Objection 5	Comments that ANPR cameras have already been in place at both ends of the road to tackle the issue, however no enforcement action takes place. Anti-social behavior is not restricted to this location and the proposed closure would just concentrate the problem elsewhere, including Elkin Wood on Clay Lane. It will make Clay Lane busier which may impact residents on the lane and those that use this for dog walking. Closure would inconvenience their day-to-day journeys and at present do not consider there is a conflict with oncoming motorists or NMU users. Suggests that balance is not being shown and more regular police patrols are needed to combat the issue.
Objection 6	Concerned that restriction would detach residents of Clay Lane from the Corley Moor community. Walking is impractical for some and a significant detour on the alternative driving route. It is noted that Elkin Wood is popular with dog walkers and during 'bluebell season', the closure would further limit parking which would create greater demand on Clay Lane. Flags access issues with positions of bollards and driveways.

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Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services and Commercial

Ward affected:

Wainbody

Title:

Ethelred Close and Jennaway Gardens - Objections to Proposed Waiting Restrictions

Is this a key decision?

No

Executive Summary:

Jennaway Gardens and Ethelred Close are new residential roads accessed from Little Cryfield. Little Cryfield has existing waiting restrictions of 'No Waiting, Monday – Friday, 8am – 6pm' installed to address the problem of commuter parking associated with the nearby University of Warwick campus.

Due to the potential that Jennaway Gardens and Ethelred Close could encounter the same issues with commuter parking, it was proposed as part of the Planning considerations that the waiting restrictions would be extended into the new roads.

The extension of the existing restriction, together with a prohibition of waiting (double yellow lines) at the road junctions was therefore proposed.

On 21st March 2024, the proposed Traffic Regulation Order (TRO) for the restrictions was advertised, commencing a twenty one (21) day objection period. Two (2) objections, a (9 signature) petition in opposition and four (4) responses in support of the proposals 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 Section 38 agreements made with the developer.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed waiting restrictions.
- 2) Subject to recommendation 1), approve the implementation of part of the proposed TRO; the double yellow lines (prohibition of waiting) at road junctions and the 'prohibition of waiting, Monday to Friday, 8am – 6pm' on Jennaway Gardens, as shown on the plan in Appendix B to the report.
- 3) Subject to recommendation 1), approve the removal from the TRO of the proposed 'prohibition of waiting, Monday to Friday, 8am – 6pm' restriction on Elthelred Close.

List of Appendices included:

- Appendix A – Proposed waiting restrictions (as advertised) Jennaway Gardens & Ethelred Close
- Appendix B – Proposed amended waiting restrictions in response to objections.

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: Ethelred Close and Jennaway Gardens - Objections to Proposed Waiting Restrictions

1. Context (or background)

- 1.1 Jennaway Gardens and Ethelred Close are new residential roads accessed from Little Cryfield. Little Cryfield has existing waiting restrictions of 'No Waiting, Monday – Friday, 8am – 6pm' installed to address the problem of commuter parking associated with the nearby University of Warwick campus.
- 1.2 Due to the potential that Jennaway Gardens and Ethelred Close could encounter the same issues with commuter parking, it was proposed as part of the Planning considerations that the waiting restrictions would be extended into the new roads together with a prohibition of waiting (double yellow lines) for junction protection. To be able to install waiting restrictions a TRO is required.
- 1.3 As part of the statutory procedure, the TRO was advertised in the local press on 21st March 2024, advising that any formal objections should be made in writing by 11th April 2024. Notices were also posted on lamp columns in the area.
- 1.4 In response to the proposed TRO two (2) objections, a (9 signature) petition in opposition and 4 responses in support were received.

2. Options considered and recommended proposal

- 2.1 The nine (9) signature petition, sponsored by Councillor Blundell, advises:
'No parking restrictions to be implemented on Ethelred Close, Coventry. Letter of objection sent to Mr R Parkes at Coventry City Council'.
- 2.2 The two (2) objections to the proposals both refer to the same concern; that the introduction of parking restrictions on Jennaway Gardens and Ethelred Close will result in the transference of parking on to Little Cryfield.
- 2.3 The four (4) letters of support advise that they consider the proposals will assist to address their concerns. The concerns highlighted included cars parking on the footway of Jennaway Gardens resulting in pedestrians being unable to pass and having to walk in the road, parking by the junction of Jennaway Gardens and Little Cryfield, and access issues for large vehicles and emergency services.
- 2.4 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.
- 2.5 The existing TRO for Little Cryfield will prevent parking Monday to Friday, 8am – 6pm, subject to the necessary signs and a single yellow line being in place. This together with the double yellow lines proposed for junction protection at the new Little Cryfield/Jennaway

Gardens junction should address the concerns relating to the transference of parking on to Little Cryfield by the objectors.

- 2.6 The removal of the proposed 'No Waiting, Monday – Friday, 8am – 6pm' restriction on Ethelred Close should assist to allay the concerns of the petitioners. However, it is recommended that the double yellow lines at the junction of Jennaway Gardens/Ethelred Close are installed for junction protection.
- 2.7 Installing the restrictions as proposed on Jennaway Gardens should address the concerns raised by the supporters of the proposals.
- 2.8 There is the potential that not installing the 'No Waiting, Monday – Friday, 8am – 6pm' restriction on Ethelred Close may result in the transference of parking to this area. Should this occur, any future request for new or amended parking restrictions would need to be considered on their own merit, and would not be prioritised above other existing requests for new restrictions.
- 2.9 The recommended proposal is to install the proposed TRO in part, removing the proposed 'No Waiting, Monday – Friday, 8am – 6pm' restriction on Ethelred Close (as shown in Appendix B to the report).

3. Results of consultation undertaken

- 3.1 The proposed TRO for the Jennaway Gardens and Ethelred Close waiting restrictions was advertised in the Coventry Telegraph on 21st March 2024. Notices were also placed on both roads. Two (2) objections, a (9 signature) petition in opposition and 4 responses in support were received in response.

4. Timetable for implementing this decision

- 4.1 Subject to approval, it is proposed to make the revised TRO (as shown on the plan in Appendix B) by the end of July 2024.

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

5.1 Financial Implications

The cost of introducing the proposed TROs, if approved, will be funded from S.38 Agreement made with the developer.

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
Principal Officer (Traffic Management)

Service Area:

City Services and Commercial

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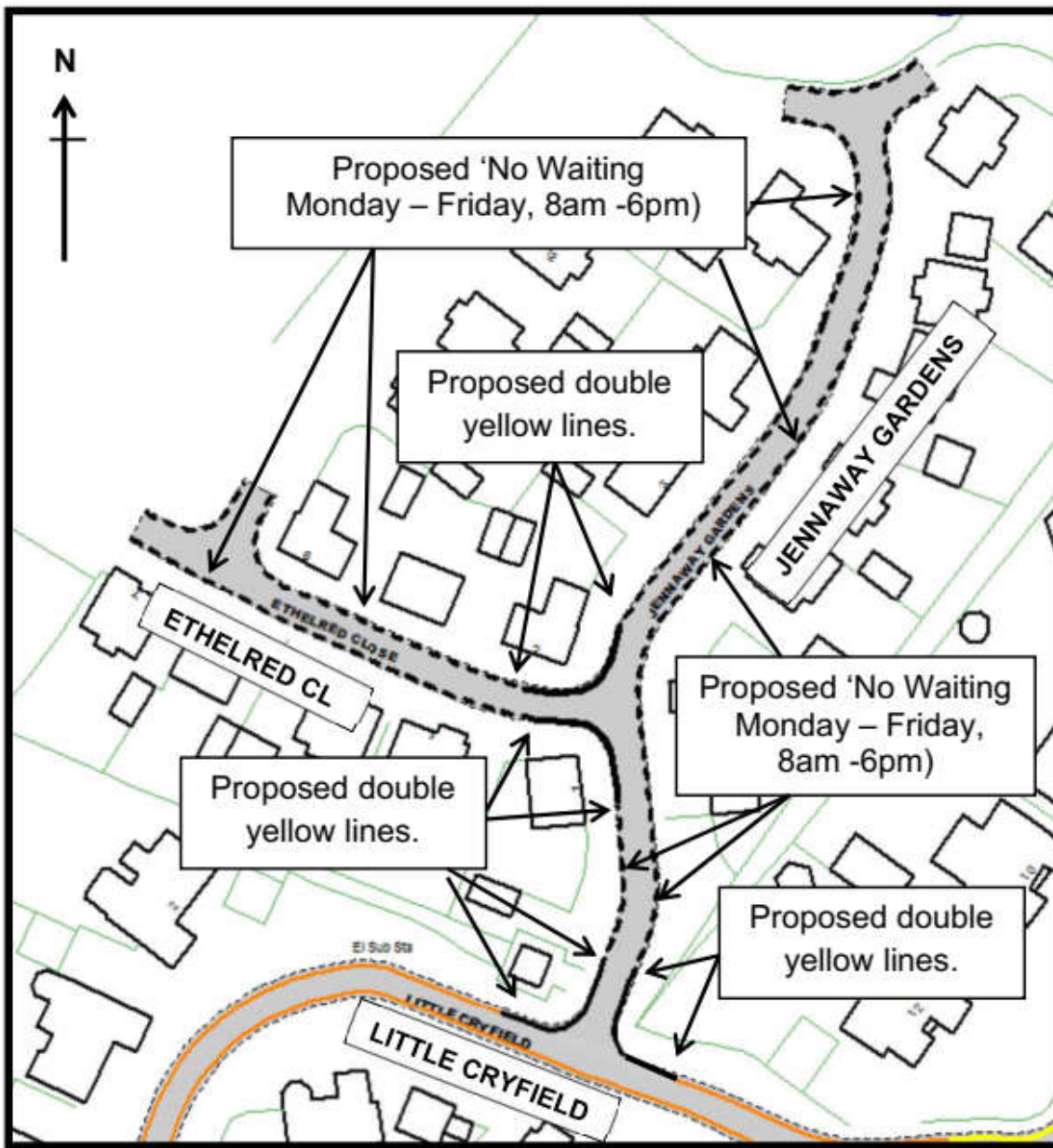
Email: caron.archer@coventry.gov.uk

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Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
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Brett Naylor	Principal Engineer	City Services and Commercial	28/05/2024	29/05/2024
Michelle Salmon/ Caroline Taylor	Governance Services Officer	Law and Governance	28/05/2024	28/05/2024
Names of approvers: (officers and members)				
Helen Williamson	Finance Manager	Finance and Resources	28/05/2024	28/05/2024
Rob Parkes	Team Leader, Legal Services	Law and Governance	28/05/2024	28/05/2024
Councillor P Hetherton	Cabinet Member for City Services		28/05/2024	28/05/2024

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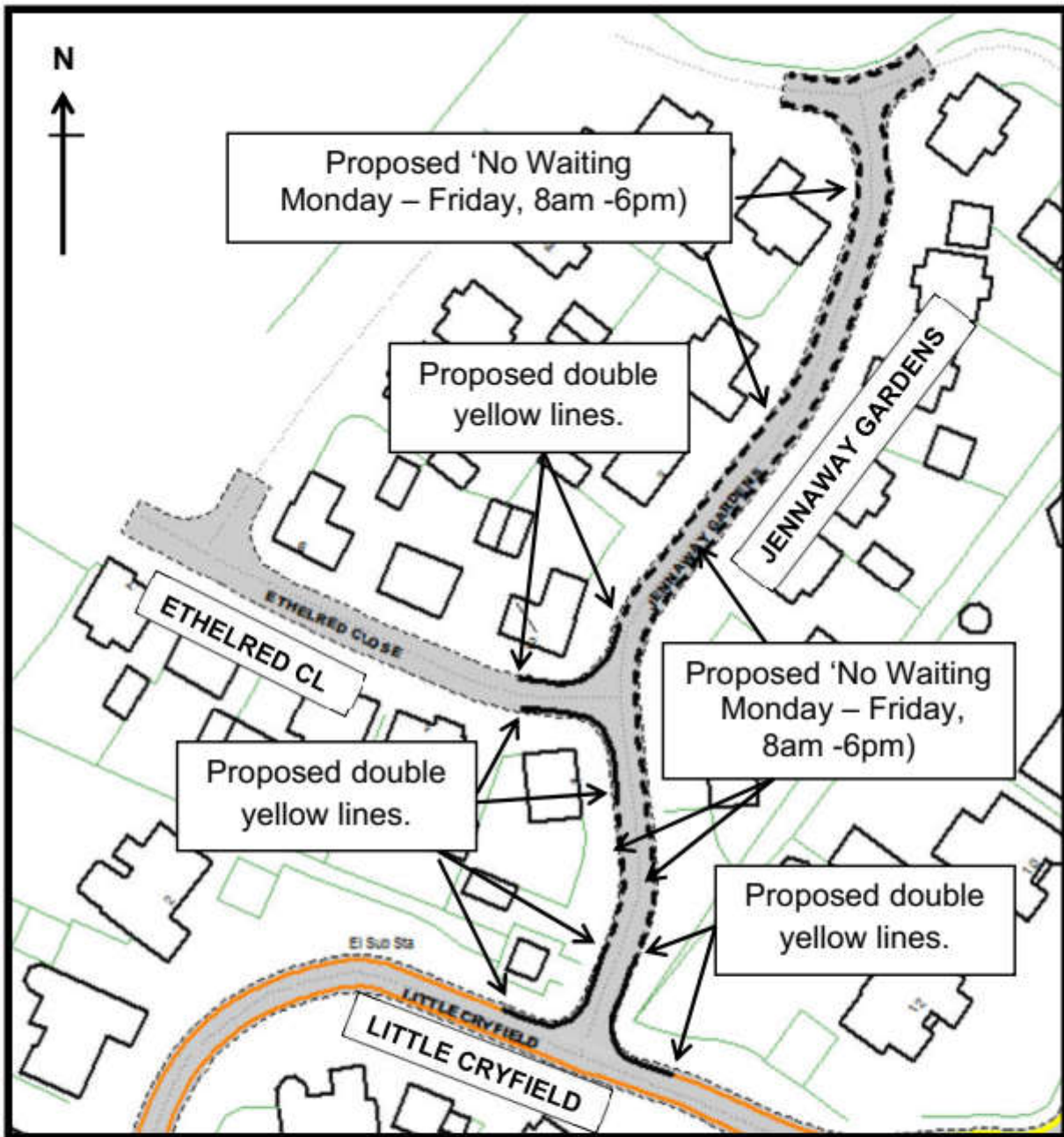
APPENDIX A – Proposed Waiting Restrictions (as advertised) Jennaway Gardens & Ethelred Close






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Key:	
	Proposed No Waiting At Any Time (double yellow lines)
	Proposed No Waiting Monday to Friday 8am-6pm
	Existing waiting restrictions

Appendix B - Proposed Amended Waiting Restrictions in Response to Objections.



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Key:	
	Proposed No Waiting At Any Time (double yellow lines)
	Proposed No Waiting Monday to Friday 8am-6pm
	Existing waiting restrictions

Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services and Commercial

Ward(s) affected:

Foleshill

Title:

Petition – Holmsdale Road - Residents Only Parking and One-Way Traffic Flow

Is this a key decision?

No

Executive Summary:

A petition with 116 signatures was lodged requesting a one-way system and residents parking permit scheme on Holmsdale Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to parking and 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. On receipt of the determination letter, the petition organiser requested that the issue be considered at a Cabinet Member for City Services meeting.

The determination letter (dated 12th April 2024) advised that the Council have received funding from the government to help improve cycling, walking, and wheeling (pushchairs and wheelchairs) and reduce traffic in Foleshill. Part of this programme was consulted upon during November and December 2023. Following the consultations, Council officers are reviewing the proposed measures and will analyse traffic flow and parking issues in the Foleshill area. The roads immediately feeding Foleshill Road, including Holmsdale Road, will form part of the review. After completion of the review, the Council will undertake further consultation, at which point residents will be able to have their views heard.

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 – Text of Follow up response

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: Holmsdale Road - Residents Only Parking and One-Way Traffic Flow

1. Context (or background)

1.1 A petition with 116 signatures was lodged requesting a one-way system and residents parking permit scheme on Holmsdale Road. The petition is sponsored by Councillor Shakila Nazir.

1.2 The petition reads as follows:

“Customers and workers of businesses on Foleshill road and surrounding areas flood on-street and free carpark spaces leaving residents stranded on a very busy street. This will worsen when the Council enforce charges to the Holmsdale Road Carpark, as those who ordinarily park there for free on the street to avoid the charges, resulting in residents being forced to park in the carpark at a charge, causing financial distress at the least. Residents will have to park their cars on nearby streets to avoid the carpark charges and be forced to walk long distances from their cars to their houses during the day and night with young children, babies, elderly family members, heavy shopping and their valuables to and from their commute to work. There is an urgent need for residents-only parking permit to be implemented on Holmsdale Road. Permit zones will not always be adhered to by non-residents causing the same issues as discussed prior, residents should be exempt from all charges in the Holmsdale Road Carpark. The current two-way system is traffic heavy, and congestion causes the road to be gridlocked, blocking emergency vehicles, causing damage to parked vehicles on the street and damage to cars passing each other alongside noise nuisance and aggression caused by road rage. A one-way traffic flow system on Holmsdale Road is needed whereby entry is only permitted via Broad Street.”

1.3 Holmsdale Road is located between Foleshill Road and Broad Street, Foleshill. A location plan is attached at Appendix A to the report.

1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to parking and 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 that the Council have received funding from the government to help improve cycling, walking, and wheeling (pushchairs and wheelchairs) and reduce traffic in Foleshill. Part of this programme was consulted upon during November and December 2023. Following the consultation, Council Officers are reviewing the proposed measures and will analyse traffic flow and parking issues in the Foleshill area. The roads immediately feeding Foleshill Road, including Holmsdale Road, will form part of the review. After completion of the review, the Council will undertake further consultation, at which point residents will be able to have their views heard.

1.6 A follow-up response was sent to the petitioner on 18 April 2024 (copy in Appendix C to the report), to further explain the introduction of car park charges in Holmsdale Road car park are on-hold and the traffic management arrangements will be reviewed

as part of the wider Foleshill Transport Package, these include consideration of resident parking permits and a one-way system on Holmsdale Road.

- 1.7 Following receipt of the letter and follow-up response, the petitioners requested the petition was dealt with at the Cabinet Member for City Services Decision Session.

2. Options considered and recommended proposal

- 2.1 The recommended actions in response to the issues raised are detailed in paragraph 1.5 of this report.

3. Results of consultation undertaken

- 3.1 Further consultation will be undertaken following completion of the review of proposed measures.

4. Timetable for implementing this decision.

- 4.1 Actions will be reviewed as part of the development of the wider Foleshill Transport Package.

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

5.1 Financial implications

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

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**Name and job title:**

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Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Caroline Taylor	Governance Services Officer	Law and Governance	16/05/24	16/5/24
Mark OConnell	Head of Public Realm	Transport and Infrastructure	16/05/24	16/05/24
Names of approvers: (officers and members)				
Sunny Heer	Lead Accountant	Finance	16/05/24	16/05/24
Rob Parkes	Team Leader, Legal Services	Law and Governance	16/05/24	16/05/24
Andrew Walster	Director of City Services	-	17/05/24	6/6/24 (Mark O'Connell on behalf of Andrew Walster)
Councillor P Hetheron	Cabinet Member for City Services	-	03/06/24	03/06/24

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

Appendix A – Location plan – Holmsdale Road



Appendix B – Text of Determination Letter

Subject matter: Holmsdale Road - Residents Only Parking and One-Way Traffic Flow

I am writing with regard to the above petition and your request for the Council to reconsider the proposed changes keeping in mind its impact on local residents' lives and livelihoods.

The matter was discussed with Councillor Hetherington, 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.

The Council has received funding from Government to help improve cycling, walking and wheeling (pushchairs and wheelchairs), and reduce traffic in Foreshill. Part of this programme was consulted upon in November / December 2023 - <https://letstalk.coventry.gov.uk/foleshillcycleway>. Following consultation, Council Officers are reviewing the proposed measures and will analyse traffic flow and parking issues for Foreshill Road. The roads immediately feeding Foreshill Road, including Holmsdale Road, will form part of the review. After completion of the review, the Council will undertake further consultation, at which point local residents will be able to have their views heard.

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 – Text of Follow-up Response

The introduction of car park charges in Holmsdale Road car park are on-hold pending a review of the traffic management arrangements in the area. The traffic management arrangements will be reviewed as part of the wider Foreshill Transport Package and include consideration of resident parking permits and a one-way system on Holmsdale Road.



Public report
Cabinet Member

Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:
Councillor P Hetherton

Director approving submission of the report:
Andrew Walster - Director of City Services and Commercial

Ward(s) affected:
Westwood, Foleshill, St Michael's, Lower Stoke, Henley

Title: Knights Templar Way Area School Street – Evaluation and Next Steps

Is this a key decision? No

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

Executive summary:

In response to concerns raised by residents over school related parking and congestion, a School Streets restriction was introduced on Knights Templar Way, Lomsey Close and Monks Field Close in February 2023. This was the first restriction of its type introduced in the City.

A School Streets restriction creates a Pedestrian & Cycle Zone for specified times (typically between 30 minutes and 1 hour) at the start and end of the school day. During the times of the restriction, motor vehicles cannot drive into the zone unless they have a permit or valid exemption. The initiative seeks to improve the road environment by reducing congestion and obstructive parking. This makes it easier and safer for children to walk, cycle or scoot to school, whilst reducing air pollution.

School Streets are a new, innovative way to address historic traffic problems that many schools and communities experience at the start and end of the school day. School traffic and parking problems have been raised by residents of the three roads for several years, and despite steps being taken to address these, residents still report experiencing daily challenges associated with school traffic.

The Knights Templar Way Area School Street restriction was introduced using an experimental traffic regulation order (ETRO). This enables the Council to trial the initiative for 18 months before deciding whether to make the scheme permanent or revoke it. With the scheme having now been in place for over 15 months, a decision needs to be taken on its future.

To help inform that decision, monitoring of the School Street restriction has been undertaken and feedback sought from the local community regarding its effectiveness over its first year of operation. From this, concerns over a lack of compliance have been raised, with the restriction currently enforceable by colleagues at West Midlands Police, there has been only limited enforcement visits.

In February 2022, Cabinet approved an application to the Secretary of State for the powers to enforce moving traffic offences to help improve road safety and reduce congestion. The DfT approved the Council's application and in July 2023 made a Designation Order allowing the Council to adopt the powers and undertake camera-based Moving Traffic enforcement of certain restrictions such as School Streets.

Based on observations and feedback from residents, it is now recommended that camera-based monitoring commences from September 2024. This would then transition into camera-based enforcement, subject to a final 6-week monitoring and consultation period, should the evidence continue to support this course of action at that stage.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Approve making the City of Coventry (Knights Templar Way Area) (Prohibition of Driving) (Experimental) Order 2023 permanent.
2. Subject to recommendation 1, approve the deployment of an Automatic Number Plate Recognition (ANPR) camera to enable camera-based compliance monitoring of the School Streets restriction in the Knights Templar Way Area.
3. In recognition of the findings from the Knights Templar School Street scheme, approve the deployment of ANPR cameras to enable camera-based compliance monitoring of the four School Streets restrictions being introduced as part of the second phase of Coventry's School Street programme as detailed in **Appendix C**.
4. Subject to the findings from recommendation 3 approve the commencement of a six-week public consultation on the principle of carrying out camera-based enforcement of the sites referenced in recommendation 2. and 3., to run alongside the monitoring activities referenced commencing in September 2024.
5. Approve where monitoring shows poor compliance of School Street restrictions, that following consultation Moving Traffic Enforcement should be undertaken at schemes of this type.

List of Appendices included:

The following appendices are attached to the report:

Appendix A – Location plan for the Knights Templar Way Area School Streets Project

Appendix B – Resident Consultation Summary

Appendix C – Location plans for the second phase of Coventry's school streets programme

Background papers:

- School Streets Update – Communities and Neighbourhood Scrutiny Board (4) Board Report of 8th February 2024.

Other useful documents

- Department for Transport - Traffic Management Act 2004: Statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions – 21st October 2022.
- Seeking approval to apply to the Department for Transport for Moving Traffic Enforcement powers - Cabinet Report of 15th February 2022
- 2024/25 Transportation and Highway Maintenance Capital Programme – Cabinet Report of 12th March 2024

Has it or will it be considered by Scrutiny?

Yes - The School Streets initiative was originally considered at the Neighbourhoods and Communities Scrutiny Board (4) on 23rd March 2023 and the Board was further updated on the 8th February 2024.

Has, 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: Knights Templar Way Area School Street – Evaluation and Next Steps

1. Context (or background)

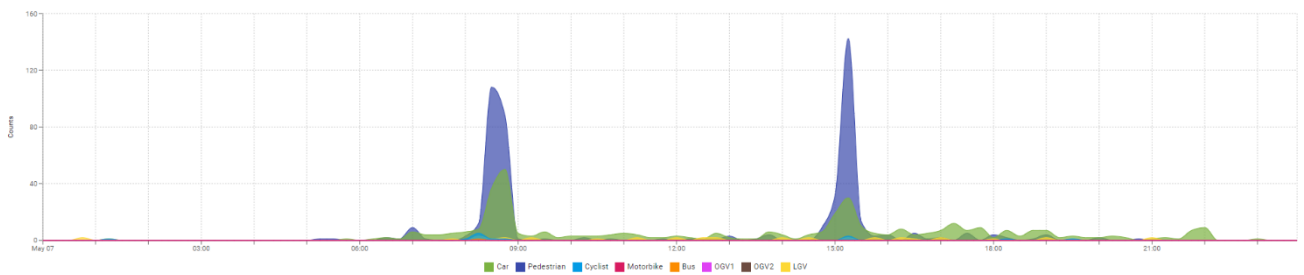
- 1.1. The purpose of this report is to evaluate the effectiveness of the Knights Templar Way, Lomsey Close and Monks Fields Close School Streets Scheme. An examination of resident feedback and camera monitoring equipment has been used to assess the effectiveness of the scheme and to assist in determining whether to make the scheme permanent or not. This report also explores how we can learn from the experiences of the Knights Templar Way Area Scheme to optimise the effectiveness of future phases of the School Street initiative, the overall aim being to create a more pleasant and safer environment outside schools at the start and end of the school day and encourage modal shift.

2. Options considered and recommended proposal

- 2.1. Many schools experience significant road traffic problems at school start and finishing times. This can result in residents' frustration, increased vehicle emissions and road safety concerns. Traditional means of dealing with such issues have included the use of school keep clear markings and single and double yellow line restrictions. Whilst such measures can be effective, we are increasingly seeing reduced levels of driver compliance at some locations which places an unsustainable burden on civil enforcement resources. Due to the level of demand and number of schools across the city regular visits to all sites is impractical.
- 2.2. School Streets is an innovative solution to historic problems associated with school gate parking. It seeks to solve the problem by restricting school related traffic from specified roads at the start and end of the school day. They are typically introduced using an experimental traffic regulation order (ETRO). This trials the effectiveness of a restriction for up to 18 months before a decision is taken as to whether to make it permanent. By restricting school related traffic it is intended to create an environment with fewer vehicles, to encourage and enable walking and cycling.
- 2.3. Residents are still permitted to access/egress their property during the times of the restriction using a permit system. Residents can also register for additional permits including for their visitors. Exemptions exist for a range of services that may need to access a road including emergency services, waste, and recycling collections etc.
- 2.4. Following support from residents, the City of Coventry (Knights Templar Way Area) (Prohibition of Driving) (Experimental) Order 2023 was introduced on the 27th February 2023. Through the scheme non-resident vehicular movements are prohibited between 8:30-9:30am and 2:45-3:35pm each weekday. **Appendix A** contains a plan of the restriction extent.
- 2.5. The School Street project was installed in collaboration with West Midlands Police (WMP) and features prominent signage at the gateway to ensure people entering the road are aware of the restriction. Prior to launching the scheme engagement took place with residents, and parents via the school, to raise awareness of the initiative.
- 2.6. At the time of the schemes launch only the Police (outside of London) were able to enforce a restriction of this type. Mindful of the pressures that their service finds itself under, understandably despite initial support for the scheme, the Police have been unable to commit to regular visits. As such the scheme has largely relied on self-enforcement through driver compliance with the on-street signage since launch.
- 2.7. Although many residents supported the project at its inception, it has become evident over the course of the last 12 months that residents are dissatisfied with the current level of (or lack of)

enforcement. Whilst no objections were formally received during the initial six-month consultation period, email communications and video footage regularly provided by residents over the course of the first 12 months of the scheme clearly demonstrated a lack of compliance by non-residents. The feedback received during this time was that whilst residents supported the principles of the scheme, they were keen to see a transition to full time camera-based enforcement, which they considered was the only viable deterrent.

- 2.8. Observations by Council Officers, supported by Local Ward Councillors have confirmed the concerns of residents. At present there appears to be sporadic driver compliance, with many drivers taking the decision to overlook the restriction and continue to use the street during the hours of operation. It should be noted that this is not a situation unique to Coventry, with feedback from other authorities who have introduced this type of restriction experiencing similar issues with a lack of regular Police enforcement and a reliance on self-compliance.
- 2.9. As part of our monitoring process of the School Streets restrictions, monitoring sensor were installed on Tile Hill to monitor the Knights Templar Way gateway in May 2024. The data collected demonstrates that there is a clear am and pm peak of vehicular traffic entering the road at the start and end of the day. The graph below shows a typical total day (traffic entering and leaving the road) and clearly validates the concerns of residents.



- 2.10. Despite the scheme being clearly signed and operational since February 2023, the scheme continues to see a high level of non-compliance by school related non-resident traffic. The data shows that the AM peak has the highest number of non-compliance where typically 30 rising to up to 50 vehicles enter and leave the cul-de-sac each morning at school drop-off times. In the afternoon, these numbers reduce to between 23 and 38 vehicles, but still show as a significant increase over what would be expected if we were seeing full compliance with the School Street restriction.
- 2.11. However, it should also be noted that the data is also showing a high number of pedestrian movements along both the east and west footways of the road. This demonstrates that whilst we are still seeing non-compliance by some, many others are actively travelling to school each day by foot. By improving compliance with the school streets restriction, we will not only make this part of the journey for those already walking to school both safer and more pleasant, but also hope to encourage and enable more walking, cycling and scooting by removing the obstacles and hazards that parked cars can pose.
- 2.12. These sensors will remain in place for the next three years as they monitor levels of active travel and will be used as part of our ongoing monitoring and evaluation of the scheme to determine the long-term influence of this initiative on travel behaviours.
- 2.13. In May 2024 to support our site observations and monitoring of the restriction a consultation was undertaken to ascertain and assess the views of residents on the scheme and to establish how they would like the scheme to move forward. Positively this consultation was well received,

with a response rate of approximately 53% suggesting residents are engaged and bought into the initiative.

- 2.14. The results indicate that of those responding, 97% (all but one) were aware of the school streets initiative, with just under 75% saying that they were supportive of the scheme when it launched.
- 2.15. The feedback shows that at present residents do not consider that the scheme has made a material difference to the environment around the school gate, with only 10% of those responding suggesting that the scheme had done so. The data also indicates that 75% of those responding consider that the scheme has resulted in no improvements to parking issues, enforcement or resulted in a reduction in traffic. Residents' greatest concerns continue to be related to parking issues and traffic with over 90% of those responding believing that enforcement of the scheme needs to be improved.
- 2.16. The feedback from residents corroborates the site observations of Officers and the monitoring data summarised above. It demonstrates that concerns over ineffective enforcement continue to be the overriding concern of residents and that its resolution is important to ensuring the long-term success of the initiative. The data also shows that whilst residents do not yet consider that the scheme has met its objectives in reducing the impact of school related parking and traffic, residents remain committed and supportive of the initiative, with 75% of those responding remaining supportive of the scheme, despite the challenges experienced over its first year of operation. A full summary of the survey results is provided in **Appendix B**.
- 2.17. It is recognised that enforcement of School Streets is a key priority for residents and a critical factor to enable the overall success of these schemes. Recent changes in legislation enable authorities (on application) for the first time to support the Police and carry out camera-based enforcement of restrictions of this type. To do so, it needs to be demonstrated that traditional non-camera-based enforcement is or would be ineffective before its use is considered. The review of the first year's scheme operation as set out above, is considered to have provided this evidence. It establishes the principle of School Streets as a mechanism to address school related parking and traffic concerns, which is supported by the local community and as such should in principle be continued and expanded. The review also recognises that such initiatives typically only work where effective monitoring and enforcement takes place and as such establishes a clear path to commence the journey to camera-based monitoring and enforcement of this and future School Street restrictions.
- 2.18. Before implementing camera-based enforcement, statutory guidance on bus lane and moving traffic contraventions updated by the Department for Transport, requires Local Authorities to carry out a 6-week consultation before commencing moving traffic enforcement activities at any new location.
- 2.19. Whilst it is recognised that cameras can effectively monitor and enforce this type of restriction, as a new deployment of the technology, it has certain limitations and would require minor amendments to the existing Knights Templar Way Area School Streets restriction, which include the introduction of a virtual permit system, for it to be utilised effectively.
- 2.20. To benefit from the experiences of other authorities who have been trialling the use of this technology to effectively manage School Street schemes, discussions are currently ongoing with colleagues at Derby City Council around the use and deployment of a digital ANPR camera-based monitoring and enforcement solution.
- 2.21. With the implementation of the City's first School Streets, we continue to see requests from communities across the city keen to see School Street restrictions introduced at other locations to address ongoing school parking and traffic concerns. Mindful of the national, regional and

local support for the principle of School Streets; funding has now been secured to bring forward a further phase of the School Streets programme in the city. Utilising this funding, four further School Street schemes will be introduced in September 2024 to coincide with the start of the new school year. These schemes, funded through the Transport for West Midlands (TfWM) Active Travel Fund 3 Walking and Cycling Programme will make up the second phase of the School Streets programme in the city, and will be located around the schools set out below and shown in **Appendix C**:

- a. Stanton Bridge Primary School (Foleshill Ward)
- b. Southfields Primary School (St Michael's Ward)
- c. Ravensdale Primary School (Lower Stoke Ward)
- d. Cardinal Wiseman Catholic School (Henley Ward)

2.22. The lessons learned from the implementation of the Knights Templar Way Area School Street scheme clearly demonstrate that police-based enforcement/self-enforcement of School Street restrictions is likely to result in low levels of driver compliance which restricts the benefits that can be achieved through the scheme whilst creating residential frustration and generating complaints.

2.23. As such it is proposed that the lessons learned from the Knights Templar Way Area scheme are adopted for the second phase of our School Streets programme, and that camera-based monitoring, transitioning to enforcement if the evidence supports, will be the most effective way to support and enable this type of scheme.

2.24. By introducing the schemes using camera-based monitoring enables the schemes to operate under a digital virtual permit system. This aids the operation and administration of the scheme for the Parking Services team who will administer and manage the process on behalf of the Council.

2.25. In considering the findings of the monitoring undertaken and feedback received as set out above, the options available for consideration at this stage are to:

- i. Not make the experimental order currently in place permanent
- ii. Make the experimental order currently in place permanent, retaining the current self-compliance/Police only enforcement regime.
- iii. Make the experimental order currently in place permanent, with the intention of moving to ANPR camera-based monitoring and enforcement.

2.26. Option i. would remove the current restriction and is considered a backward step. Whilst the current restriction, relying on self-compliance has seen low levels of compliance, feedback from the most recent resident's consultation has shown strong levels of support for the principle of the scheme. As such this option is not recommended.

2.27. Option ii. would maintain the status quo. The current experimental order would become a permanent restriction, but no changes would occur on site or from a user's perspective. This option would continue to rely on a paper-based permit system which creates a greater administrative burden for residents, the Council and Police and would continue to rely on self-enforcement with occasional Police attention. As such this option is unlikely to address the main concerns of residents which focuses on the lack of enforcement of the current restriction and reduced compliance that this perpetuates. As such this option is also not recommended.

- 2.28. Option iii. most closely aligns to the feedback received from consultation responses and is likely to have a positive impact in terms of encouraging improved compliance and operation of the scheme. The lessons learned from the first 12 months of operation demonstrate that this type of restriction is less effective when it relies on self-enforcement. It is therefore important to implement the lessons learned to date at both the Knights Templar Way Area scheme and the four (4) new locations forming part of the second phase of the scheme. By adopting a consistent approach, we will aid the overall operational management of the schemes, enable the transition to digital permits and bring forward an effective camera-based monitoring and enforcement regime that will benefit local communities. Such an approach will address many of the concerns raised regarding the performance of the current scheme and significantly benefit residents of the roads affected.
- 2.29. As set out in paragraph 2.18, prior to introducing moving traffic contravention enforcement at any new location, the Local Authority is required to carry out a final 6-week consultation exercise. To aid efficiency it is proposed that this consultation exercise is combined to cover school street locations (current and proposed). This exercise would commence in September when the schemes go live at the start of the new school year and run concurrently with an initial 6-week monitoring period. The feedback from the consultation would then be considered along with the data from the monitoring cameras and subject to the findings, provide confirmation that camera enforcement should commence from as early as mid-October 2024.
- 2.30. It is recognised that there continues to be significant interest from communities across the city who experience daily issues with school related parking and traffic, and who may benefit from a School Streets type restriction in the future. As such it is intended that requests for additional schemes received in 2024/25 will now be collated over the coming months to enable a proposal to be put forward as part of the 2025/26 City Service budget setting priority process for a future phase of the School Streets programme, to be funded through the 2025/26 allocation of the Local Network Improvement Programme (LNIP).

3. Results of consultation undertaken

- 3.1. Details of the consultation results undertaken as part of the decision-making process considered in this report are set out in the main body of the report, namely in sections 2.13 to 2.16 and in **Appendix B**, respectively.
- 3.2. The consultation undertaken has demonstrated that there is broad support for the School Streets initiative in the Knights Templar Way Area, but that more effective enforcement is required to ensure the long terms support and success of the scheme. The findings from the consultation undertaken have been used to inform the recommendations proposed in this report and as detailed in sections 2.25 to 2.29.
- 3.3. In preparation of the launch of the second phase of the Schools Streets initiative, Coventry City Council has engaged and consulted schools, parents, local Councillors, and residents of all four school locations. Engagement has taken place using email communications, letters and by distribution of a "Street news" leaflet.
- 3.4. The Head Teachers at each of the schools selected to be involved in the second phase of the initiative (Stanton Bridge Primary School, Southfields Primary School, Ravensdale Primary School, and Cardinal Wiseman Catholic School) have all been consulted and are supportive of being part of a School Street scheme.

- 3.5. Further engagement is scheduled to take place over the next two months in the run up to the launch of the scheme at these locations. Once the schemes go live, a statutory 6-month consultation (objection) period will commence which will give residents, parents, businesses, and any other affected stakeholder the opportunity to make representation and influence how the scheme progresses with any formal objections to the scheme being considered by the Cabinet Member for City Services for a decision on how to proceed.

4. Timetable for implementing this decision

- 4.1. The City of Coventry (Knights Templar Way Area) (Prohibition of Driving) (Experimental) Order 2023 will be made permanent from the 27th August 2024. Alongside this order new ETRO's will be made which will cover the four (4) new sites to be progressed as part of the second phase of the initiative. This Order will become operational on the 29th August 2024 before effectively going live on Tuesday 2nd September 2024, the first day of the new 2024/25 academic school year.
- 4.2. Once live, a consultation about moving traffic enforcement and a monitoring period will run for a minimum of 6 weeks over which time driver compliance with the restrictions will be monitored. If this monitoring demonstrates that there is a consistent level of non-compliance with the restriction, then this would trigger the step to practical enforcement of the restrictions moving forward. It should be noted that each location will be assessed on its own merits, and should we see good levels of compliance it will not be necessary to move to an enforcement-based regime.
- 4.3. An ETRO has a maximum duration of 18 months. During the first 6 months of the Order a statutory consultation (objection) period will operate. In the proceeding 6 months any amendments identified can be implemented before a final decision is taken on whether to make the Order permanent by month 18. It should be noted that if a decision fails to be made by month 18 the order would elapse and ceases to be.

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

5.1. Financial Implications

The delivery and implementation of the Knights Templar Way Area School Street initiative is an identified priority for the Council, funding for which has been identified in 2024/25 as part of the Vulnerable Users interventions within the Local Network Improvement Programme, which itself forms part of the Highways Maintenance and Investment Capital Programme budget, funded via the City Region Sustainable Transport Settlements (CRSTS).

Additionally to support the roll out of the second phase of the School Streets Programme at the four (4) new locations set out in paragraph 2.21 above, funding of £190,700 has been awarded to the Council from the Active Travel Fund 3 fund, administered by Travel for West Midlands.

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 introduction of the School Streets scheme 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?

No direct risk identified as part of the decisions recommended by this report. Any project risk will be managed through internal project governance processes.

6.3. What is the impact on the organisation?

The implementation of additional ANPR enforcement cameras will inevitably result in an increase in workloads within Parking Services and staff resources will be closely monitored and reviewed to ensure they are suitable and sufficient.

6.4. Equalities / EIA?

The introduction of a School Streets restriction is intended to aid and encourage accessible and active forms of travel. It will address the impacts of obstructive parking which will directly help those individuals with specific mobility issues including wheelchair and mobility scooter users. Blue badge holders requiring access to a property within a school streets restriction can apply for an exemption permit which will allow them to continue to access the street and the reduction in traffic and obstructive parking will aid access once on site.

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

The measures to be adopted are intended to contribute towards the Council's air quality targets by reducing the reliance on private motor vehicle use and encouraging and enabling active forms of travel to school. It is hoped that by restricting traffic on roads immediately fronting school gates, the environment will be improved which will benefit air quality.

To assess the impact of the initiatives on travel behaviour, a three-year monitoring programme will be conducted at each site to assess the long-term impact from the schemes.

6.6. Implications for partner organisations?

Coventry School Streets initiative has been implemented in partnership with West Midlands Police. The form of restrictions introduced as part of this initiative historically can only (outside of London) be enforced by a Police Officer. Mindful of limited Police resources, whilst in support of the initiative they have been unable to regularly attend site to drive compliance with the scheme. Transitioning to a camera-based monitoring and enforcement regime will reduce the burden on Police resources whilst enhancing our ability to improve compliance and the operation of the scheme which will be to the benefit of all parties.

Report author(s):

Name: David Keaney (Head of Network Management) / Joel Logue (Civil Engineer - Highways, Traffic and Road Safety)

Service Area: Traffic Management**Tel and email contact:**

Tel: 024 7527 0950

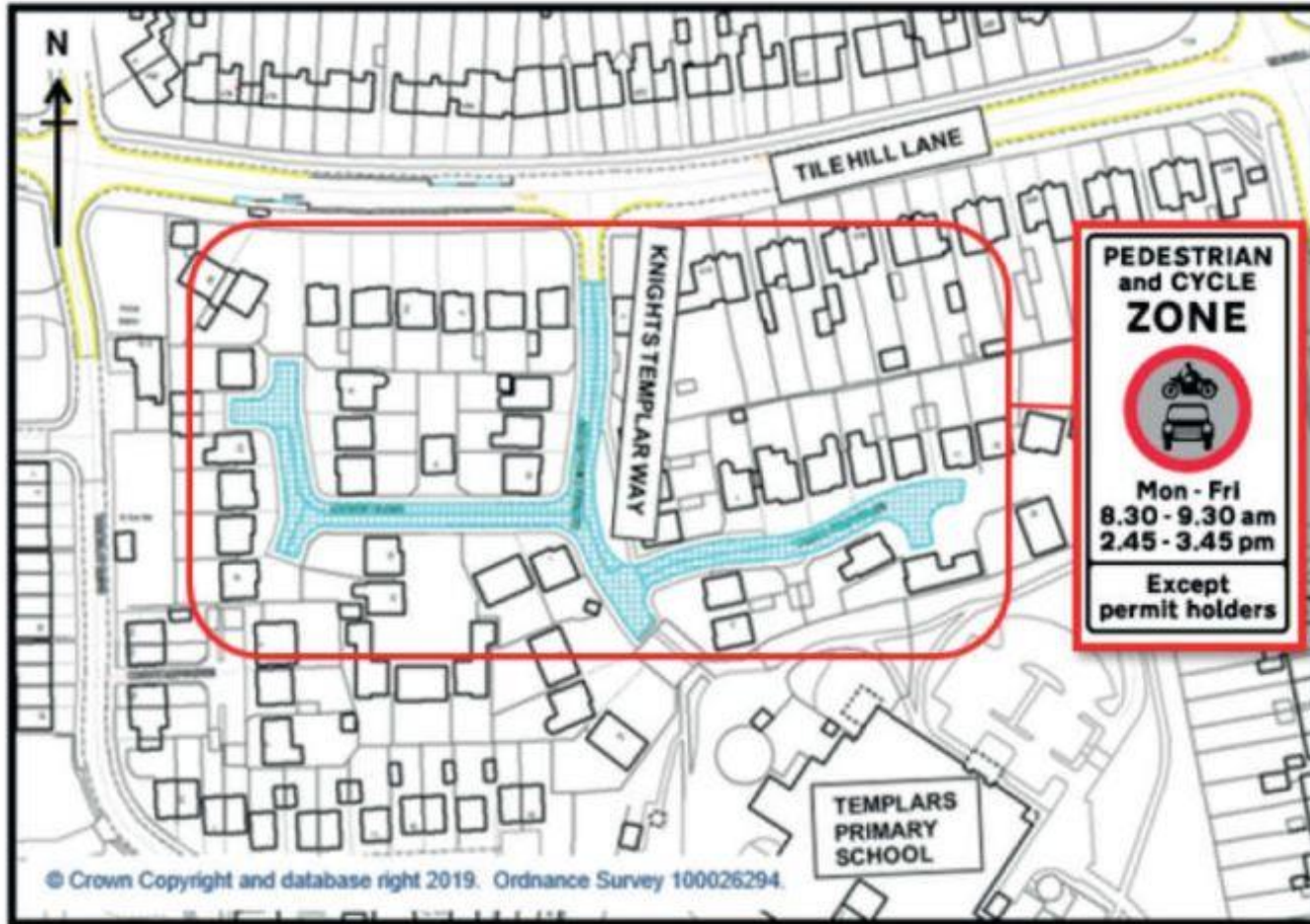
Email: joel.logue@coventry.gov.uk

Enquiries should be directed to the above person

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Caron Archer	Principal Engineer (Traffic Management)	City Services, Traffic Management	21/05/24	31/05/24
Paul Bowman	Parking Services Manager	City Services	21/05/24	06/06/24
Caroline Taylor	Governance Services Officer	Law and Governance	21/05/24	23/05/24
Names of approvers for submission: (officers and members)				
Finance: Kathryn Sutherland	Lead Accountant	Finance	21/05/24	22/05/24
Legal: Rob Parkes	Team Leader	Law and Governance	21/05/24	23/05/24
John Seddon	Strategic Lead, Policy and Innovation	City Services, Transport and Innovation	21/05/24	23/05/24
Members: Councillor P. Hetheron	Cabinet Member for City Services	-	03/06/24	03/06/24

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Appendix A – Location plan for the Knights Templar Way Area School Streets Scheme

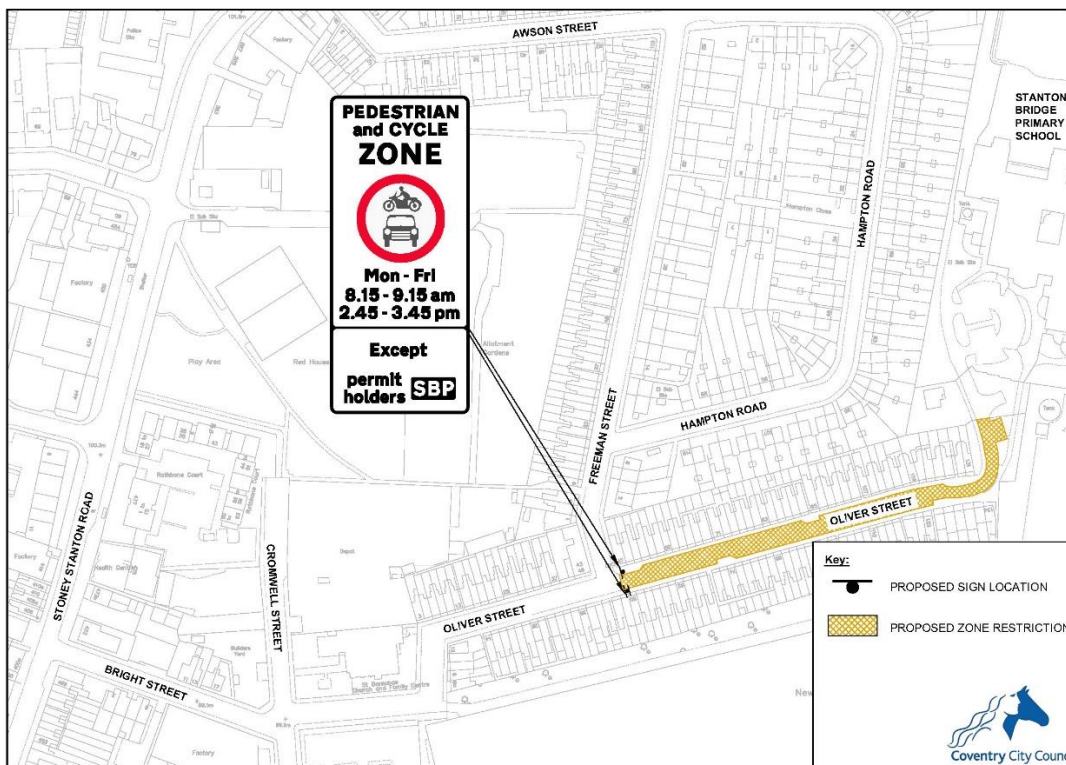


Appendix B – Resident Consultation Summary

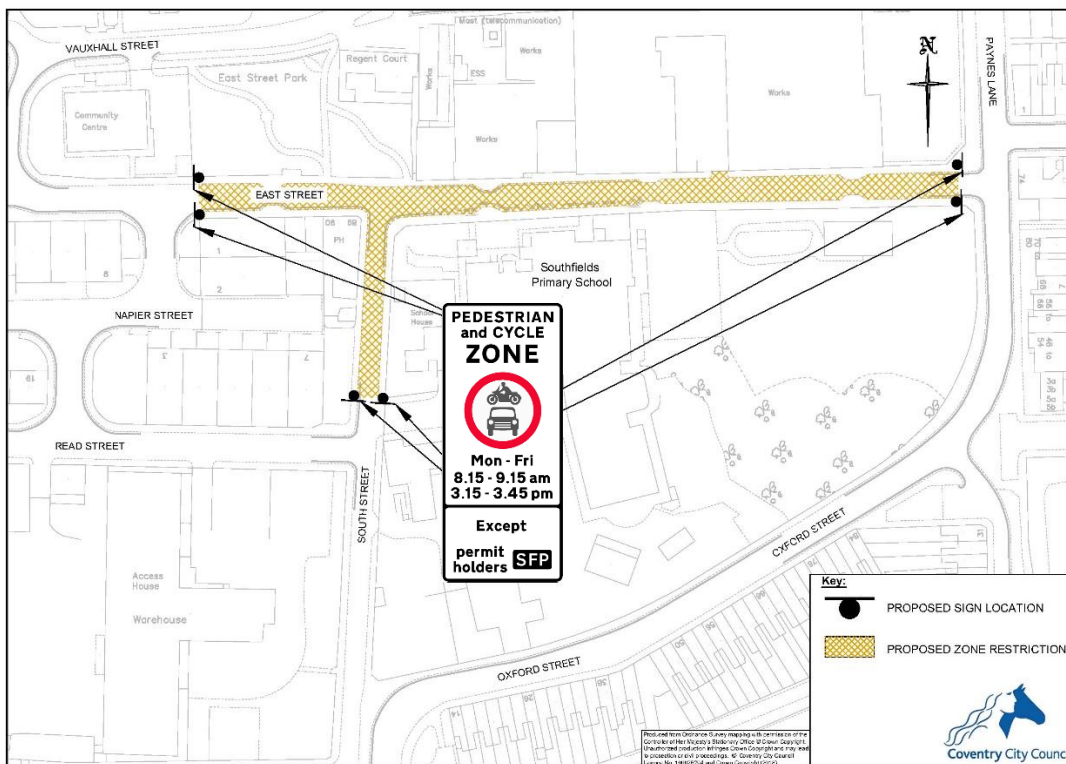
Templars Primary School – School Streets Consultation Report – May 2024 Annexed to this report

Appendix C – Location plans for the second phase of Coventry’s school streets programme

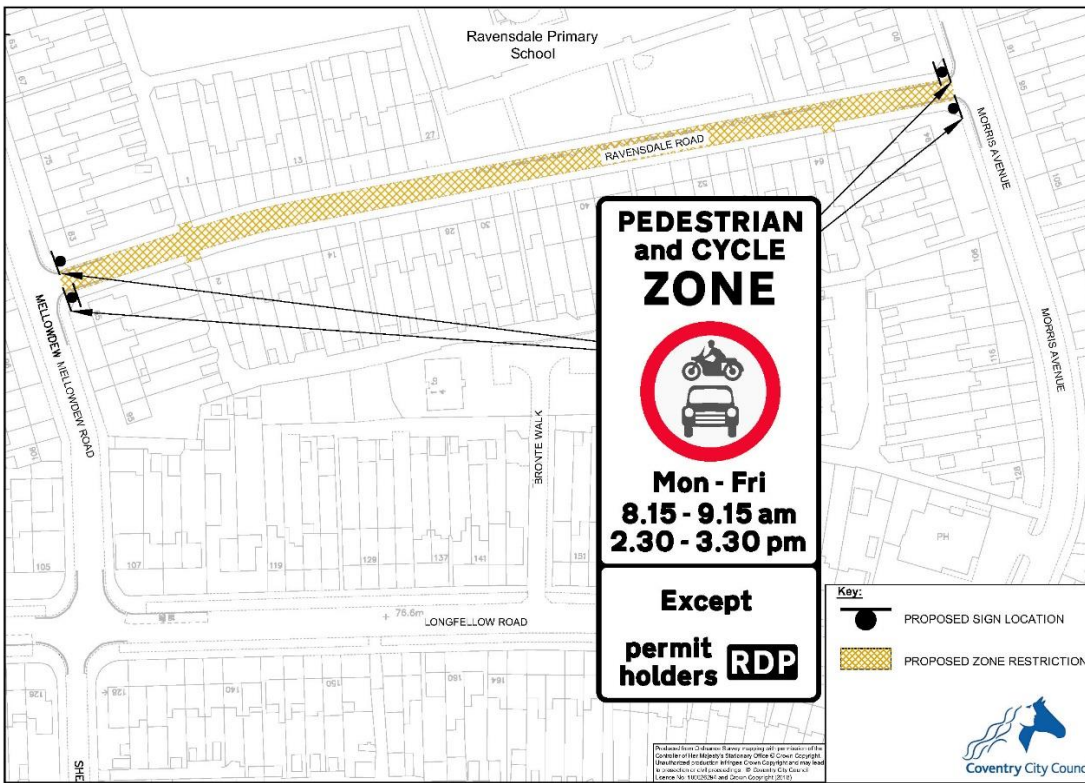
Stanton Bridge Primary School:



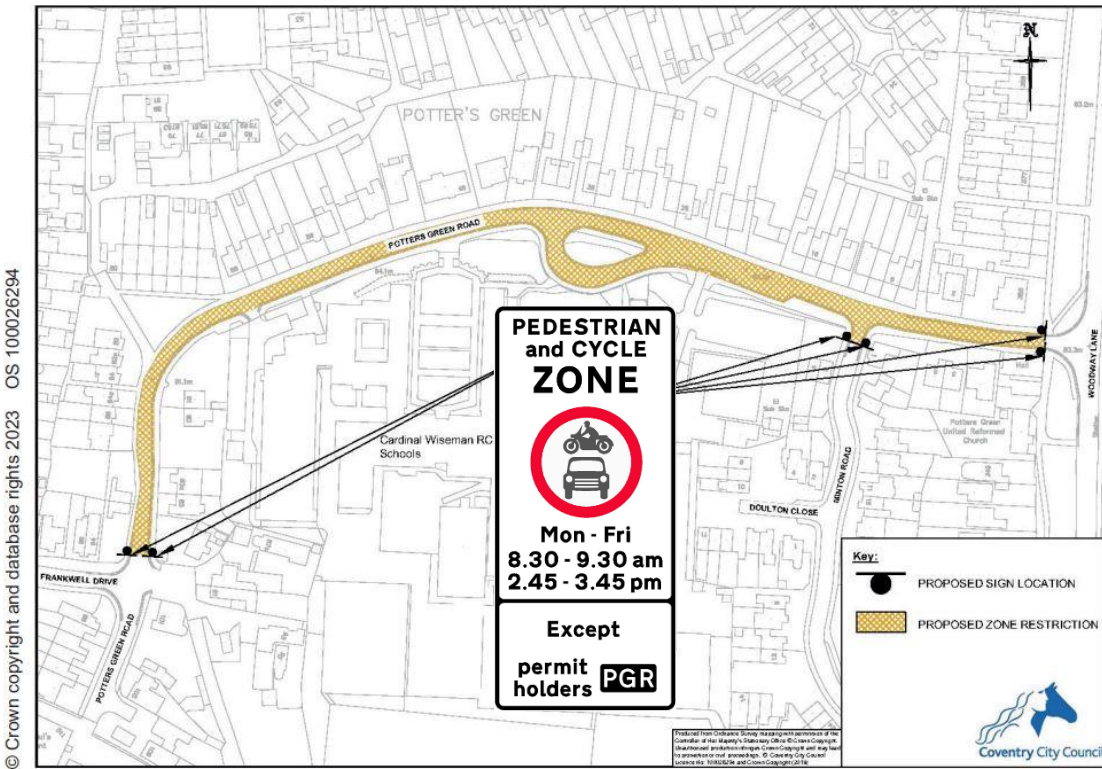
Southfield Primary School:



Ravensdale Primary School:



Cardinal Wiseman RC School:





Templars Primary School – School Streets Consultation Report – May 2024

Background

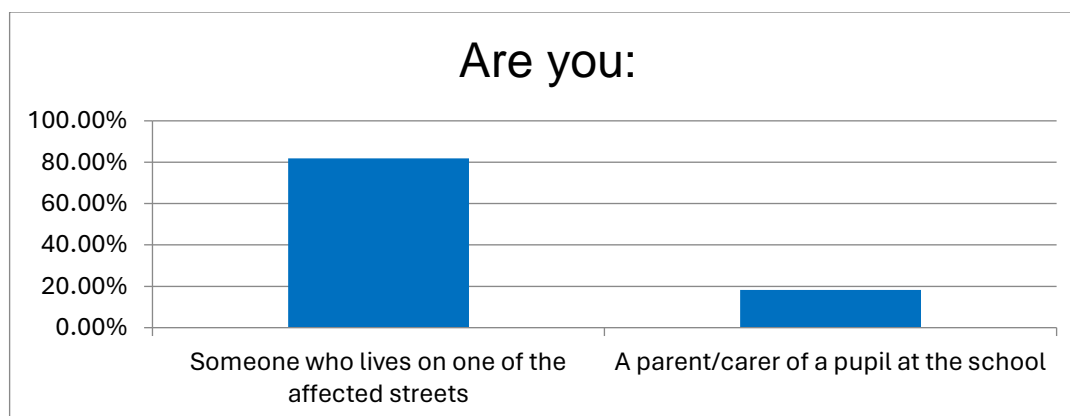
The Templar School, School Streets trial has now been in place for just over a year and we wanted to find out what people living and working in the impacted streets thought of the scheme. A Street News newsletter was delivered to every property in the three impacted streets and people were asked to complete an online survey to tell us what they thought about the scheme and whether it should continue.

The Street News was delivered to 50 properties in Lomsey Close, Monk's Field Close and Knights Templar Way. We received 33 responses to the survey.

Survey responses

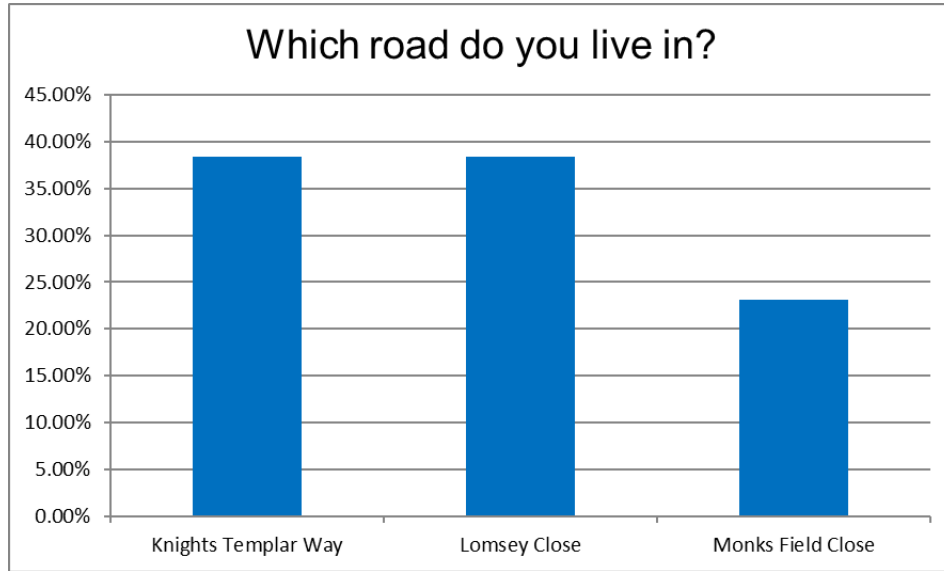
Question 1 – how you are responding to the survey?

Response	Number of responses
Someone who lives in one of the affected streets	27
A parent/carer at the school	6



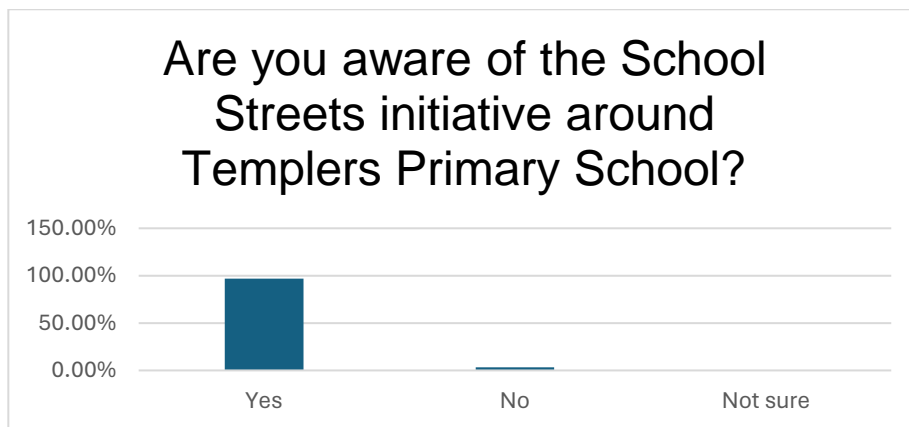
Question 2 – Which road do you live in?

Response	Number of responses
Knights Templars Way	10
Lomsey Close	10
Monk’s Field Close	6
Other	0



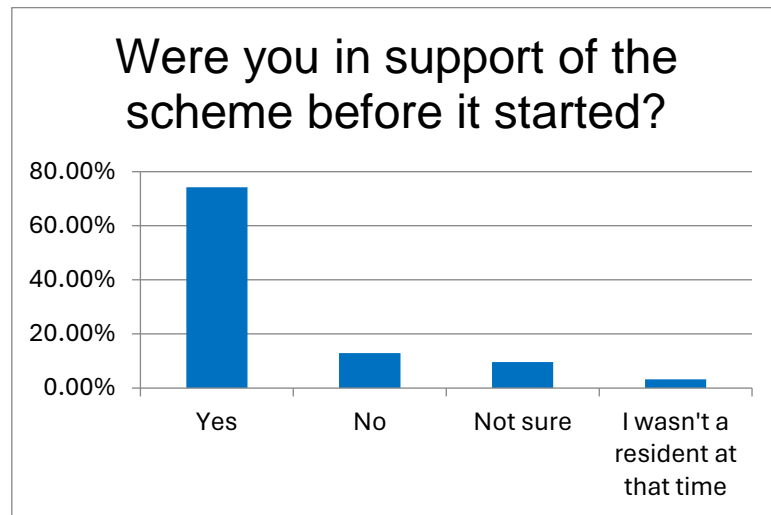
Question 3 – Are you aware of the School Streets initiative around Templars Primary School?

Response	Number of responses
Yes	30
No	1
Not sure	0



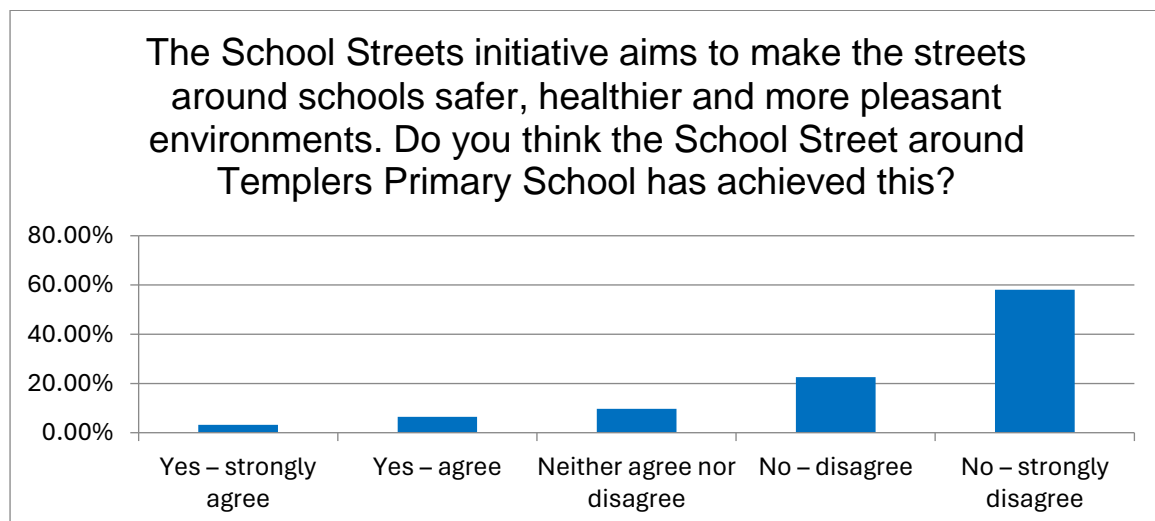
Question 4 – Were you in support of the scheme before it started?

Response	Number of responses
Yes	23
No	4
Not sure	3
I wasn't a resident at that time	1



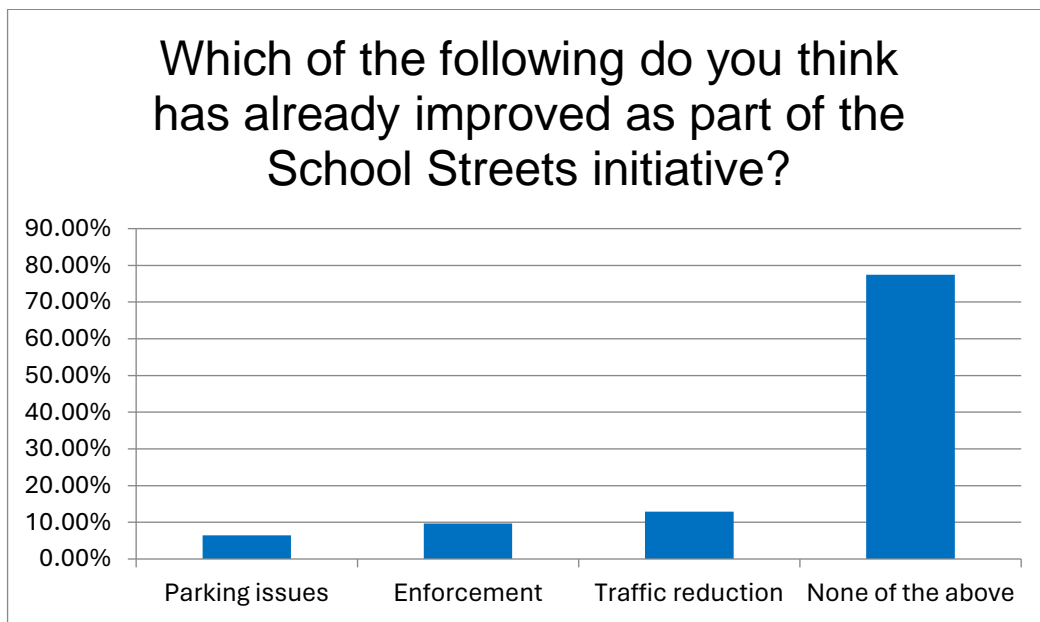
Question 5 – The School Streets initiative aims to make the streets around schools safer, healthier and more pleasant. Do you think the School Street scheme around Templars Primary School has achieved this?

Response	Number of responses
Yes – strongly agree	1
Yes - agree	2
Neither agree or disagree	3
No - disagree	7
No – strongly disagree	18



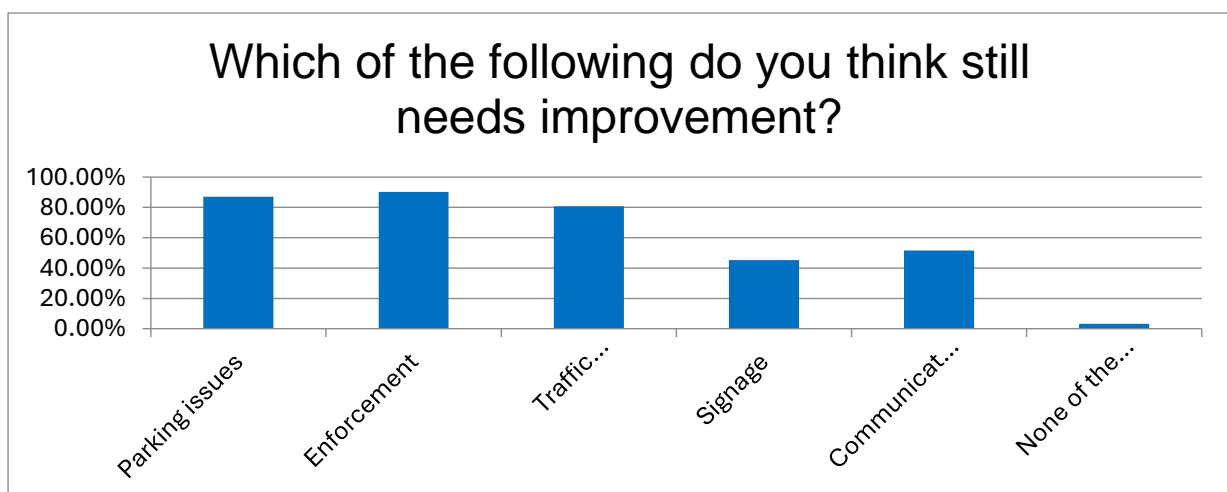
Question 6 – Which of the following do you think has already improved as part of the School Street initiative?

Response	Number of responses
Parking issues	2
Enforcement	3
Traffic reduction	4
None of the above	24



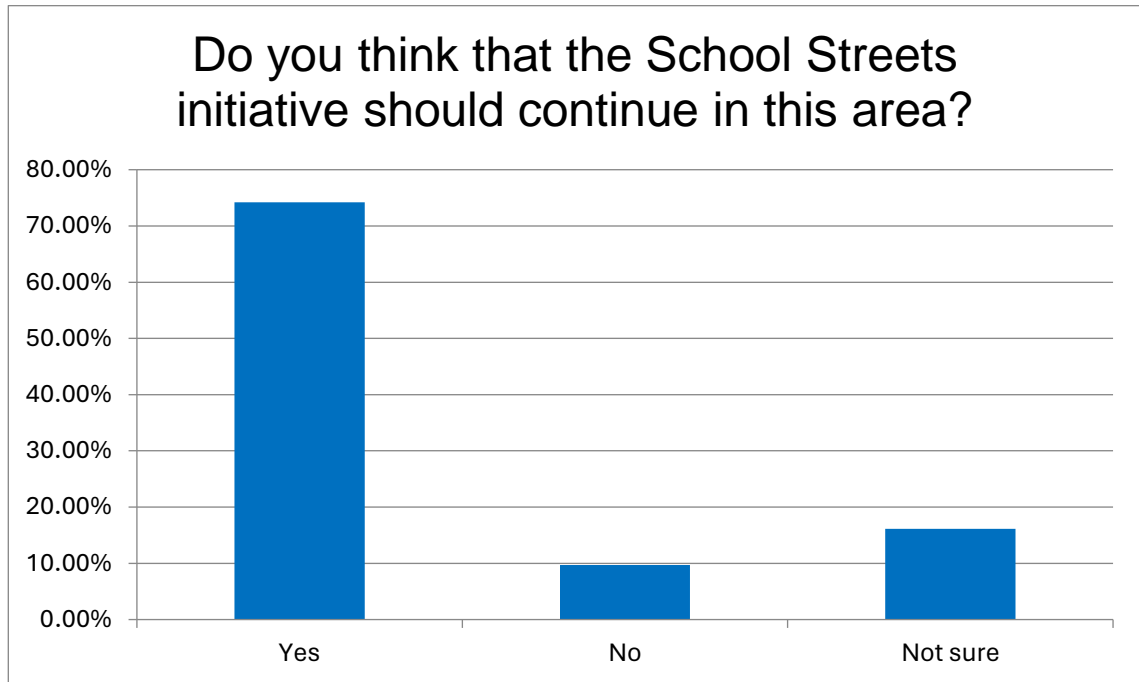
Question 7 – Which of the following do you still think needs improvement?

Response	Number of responses
Parking issues	27
Enforcement	28
Traffic reduction	25
Signage	14
Communication with you about School Streets	16
None of the above	1



Question 8 – Do you think the School Streets Initiative should continue in this area?

Response	Number of responses
Yes	23
No	3
Not sure	5



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Cabinet Member for City Services

17 June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services & Commercial

Ward(s) affected:

Holbrook, Sherbourne, Westwood

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No - This report is for monitoring purposes only.

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 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.

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

Appendix A – Summary of 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.

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 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 July 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

Report author

Name and job title:

Caron Archer
Principle Officer - Traffic Management

Service:

City Services & Commercial

Tel and email contact:

Tel: 024 7697 7139
Email: caron.archer@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:				
David Keaney	Head of Network Management	City Services and Commercial	06/06/2024	06/06/2024
Michelle Salmon/Caroline Taylor	Governance Services Officer	Law and Governance	06/06/2024	07/06/2024

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<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
E46/23	Everdon Road - Speeding	16	Cllr Lancaster	Determination	Does not currently meet the criteria for inclusion in the safety scheme programme (review of recorded personal injury collisions shows five collisions on Everdon Road in last three years). Details of Community Speed Watch to be provided. Everdon Road to be added to programme for deployment of temporary vehicle-activated speed limit signs.
38/23	Charter Avenue – Parking Restrictions	23	Cllr Lapsa	Determination	To advertise a limited waiting restriction in the layby outside St Georges Chip Shop on Charter Avenue as part of the next waiting restriction review. Implementation subject to the consideration of any objections received.
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.

43/22	Hathaway Road – Request for a Residents Parking Scheme	68	Cllr Lapsa	Determination	To advertise a residents' parking scheme on Hathaway Road as part of the next waiting restriction review. Implementation subject to the consideration of any objections received.
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