



Cabinet Member for City Services

Time and Date

11.00 am on Friday, 8th November, 2024

Place

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 8)
 - (a) To agree the minutes of the meeting held on 18th September 2024
 - (b) Matters Arising
4. **Petition 37/23 - Finham Residents to be allowed to tender and look after grass verges outside homes** (Pages 9 - 16)

Report of the Director of City Services and Commercial

To consider the above petition bearing 9 signatures. The petition is being sponsored by Councillor T Sawdon, a Wainbody Ward Councillor who, along with the Petition Organiser, has been invited to the meeting for the consideration of this item.

(Officer: R Little)
5. **Petition e40/23 and 31/23 - Leaf Lane Resurfacing** (Pages 17 - 26)

Report of the Director of City Services and Commercial

To consider the above petition bearing 97 signatures (24 e-signatures, 73 paper signatures). The petition is being sponsored by Councillor B Mosterman, a Cheylesmore Ward Councillor who, along with the Petition Organiser, has been invited to the meeting for the consideration of this item.

(Officer: R Little)

6. **Petition e30/23 - Pedestrian Crossing on top end of Eastern Green Road Alspath Lane** (Pages 27 - 32)

Report of the Director of City Services and Commercial

To consider the above petition bearing 64 signatures.

The petition is being sponsored by Councillor G Ridley, a Woodlands Ward Councillor who, along with the Petition Organiser, has been invited to the meeting for the consideration of this item.

(Officer: D Keaney)

7. **Stoneleigh Road and Gibbet Hill Road Speed Limit TRO Objections** (Pages 33 - 40)

Report of the Director of City Services and Commercial

Note: The objector has been invited to the meeting for the consideration of this item

(Officers: Caron Archer/David Keaney)

8. **Objection to Traffic Regulation Order - City Centre Red Route and Greyfriars Road Bus Gate** (Pages 41 - 54)

Report of the Director of City Services and Commercial

Note: The objector has been invited to the meeting for the consideration of this item

(Officer: Shamala Gadgil)

9. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 55 - 62)

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

Thursday, 31 October 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), S Nazir (Deputy Cabinet Member)

By Invitation: Councillor M Heaven (Shadow Cabinet Member)

Public Access

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**Caroline Taylor / Michelle Salmon, Governance Services Officers,
Email: caroline.taylor@coventry.gov.uk /
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 18 September 2024

Present:

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

Other Members: Councillors R Bailey and R Brown (for Minute 19)

Employees (by Directorate):

City Services and C Archer, S Gadgil, D Keaney, M O'Connell, J Seddon
Commercial

Law and Governance R Parkes, C Taylor

Public Business

16. Declarations of Interests

There were no disclosable pecuniary interests.

17. Minutes

The minutes of the meeting held on 31st July 2024 were agreed and signed as a true record.

There were no matters arising.

18. Experimental Traffic Regulation Objection Report - Hales Street Bus Gate

The City Centre Management Plan (CCTP) is a series of interventions designed to manage traffic in the city centre with an aim to reduce the amount of traffic circulating within the centre, thereby improving bus service reliability, improve air quality through reducing queuing traffic, promoting active travel, and facilitating the Coventry Very Light Rail (CVLR) City Centre Demonstrator track which will run from the railway station to the former Ikea building.

In July 2023, a bus gate was introduced to Hales Street with the aim of improving safety and traffic flows through the Hales Street, Trinity Street, Cross Cheaping, and the Burges area of the city centre by giving priority to pedestrians, public transport and cyclists.

This measure was designed to combat the high number of vehicles parking along with offside kerb on Burges. While this section of kerb was intended for deliveries, the increased volume of delivery traffic since the rise of online food delivery services means this kerb line suffered a greater use than what it was designed for.

This led to buses being held up as they were unable to pass buses in front of them.

The bus gate restricts traffic other than buses, bicycles, hackney carriages and permit holders (which includes private hire vehicles) entering the area during Monday to Saturday between 10am and 6pm, which was when buses were busiest, due to serving outbound services.

All households and businesses within the area were able to apply for permits allowing access for their regular daily visitors (eg. residents, workers, delivery drivers) and temporary permits for any visitors coming at short notice (ie. Unplanned deliveries, customers, etc).

These measures were delivered under an Experimental Traffic Regulation Order (ETRO) (City of Coventry (Hales Street) (Bus Gate) (Experimental) Order 2023) and the statutory objection period concluded on 18 January 2024 (6 months after the order was advertised). One objection has been received to the ETRO as listed in Appendix B. In accordance with the City Council's procedure for dealing with objections to ETRO's, they are reported to the Cabinet Member for City Services for a decision as to how to proceed. The ETRO was due to expire on 18 January 2025 (having been implemented for the maximum period of 18 months).

RESOLVED that the Cabinet Member for City Services:

- 1) Consider the objection received to the City of Coventry (Hales Street) (Bus Gate) (Experimental) Order 2023.**
- 2) Approves the works to the pedestrian crossing facilities as detailed in the report.**

19. Designating Cycle Routes - London Road

The London Road North Scheme involved the installation of a new segregated cycle track on London Road stretching from the ASDA Roundabout to its junction with Abbey Road. The improvements would include new pavement surfacing, bus stop relocations and one signalised crossing near Tonbridge Road. These improvements would encourage cycling and walking and help address health inequalities within the area by promoting the linkage between cycle tracks.

Councillors R Bailey and R Brown and a representative of the Whitley Residents Focus Group attended the meeting and raised concerns about the scheme about to which officers responded as follows:

- There were further residents' meetings scheduled where concerns would be responded to. If residents' concerns were raised prior to the residents' meetings, officers could begin to address them prior to the meetings.
- There was a certain amount of flexibility within the scheme.
- The report was seeking agreement to build a cycle route between the ASDA roundabout and Abbey Road. Subject to this agreement, notices would then be advertised and progressed made to the next stage of the scheme.
- A pedestrian crossing on the Tonbridge Road was part of the works.

Councillors R Bailey and R Brown extended thanks to officers for their extensive engagement with residents.

The Cabinet Member for City Services assured residents that the Council would continue to listen to and work with them.

RESOLVED that the Cabinet Member for City Services:

- 1) **Approve the removal of footways and construction of cycle tracks on London Road between the ASDA Roundabout and Abbey Road under Sections 65 and 66 of the Highways Act 1980, highlighted on Appendix B to the report.**

20. **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.

21. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.05 pm)



Public report Cabinet Member Report

Cabinet Member for City Services

8th November 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:

Wainbody

Title: Petition 37/23 - Finham Residents to be allowed to tender and look after grass verges outside homes

Is this a key decision?

No

Executive summary:

A petition bearing 9 signatures was received requesting that residents are allowed to place stones on grass verges to protect vehicles from parking.

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

The determination letter advised that we will not allow objects, including stones to be placed on the public highway. Objects placed on the highway by residents cause hazards to the public who have a right to pass and repass the public highway freely and in a safe manner. Along with the verge protection programme of work, we will continue to explore options to protect grass verges from overriding.

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

Recommendations:

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

List of Appendices included:

Appendix A - Extract from the Verge Policy July 2011 showing tier 3 guidance

Appendix B - Photos showing the stones on the verge

Appendix C - Photos showing the current condition of the verge

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition 37/23 - Finham Residents to be allowed to tender and look after grass verges outside homes

1. Context (or background)

- 1.1. Stones, rocks and boulders have been placed on the public highway by residents to stop vehicles parking.
- 1.2. Under [Section 148](#) and [Section 149](#) of The Highways Act 1980 it is an offence if ‘a person deposits anything whatsoever on a highway to the interruption of any user of the highway without lawful authority or excuse or if the thing “constitutes a nuisance” or constitutes a “danger to users of the highway (including a danger caused by obstructing the view)” then they can remove it without delay and recover the cost of removal from the owner.
- 1.3. We have received complaints from members of the public about stones and rocks placed by others on the highway.
- 1.4. We are aware of several incidents causing damage because of stones and rocks on the public highway.
- 1.5. An officer of the City Council has assessed Green Lane on a regular basis since the stones and rocks have been removed and there has been no damage to the verges.
- 1.6. We have an annual verge protection programme with a limited budget, there are currently 78 requests for verge protection across the City.

2. Options considered and recommended proposal

- 2.1. Following recent condition assessments, it is proposed to continue to monitor Green Lane verges before considering any physical verge protection measures.
- 2.2. Look at other methods to protect verges from vehicle parking.

3. Results of consultation undertaken

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

4. Timetable for implementing this decision.

- 4.1 Future capital highway maintenance programmes and the proposed treatment for verge protection are based on a tier system, as per the verge policy (extract in Appendix A). The decision for schemes to be included in next year’s programme will be taken to Cabinet in March 2025. It will also be dependent on the level of funding that is made available for Capital Highway Maintenance next year.

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

5.1. Financial Implications

Removal of stones and rocks is a burden to the authority, however, we have seen an increase in the amount of objects being placed on verges, we believe this is because people see others placing objects and perhaps feel this is an acceptable practice, if we are able to keep on top of this unlawful activity, then it will stop it becoming widespread across the City which will increase our financial liability.

5.2. Legal Implications

The Highways Act 1980 places a duty on the authority to maintain safe passage on the public highway. If stones and other items placed on the public highway by others cause any injury to the public, the highway authority would be liable if we had not acted.

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>

How is risk being managed?

We will continue to carryout safety inspections and repair verges as necessary.

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

None

6.5. Implications for partner organisations?

None

Report author:

Rob Little
Highways Technical Services Manager

Service Area:

City Services and Commercial

Tel and email contact:

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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:				
Caroline Taylor	Governance Services Officer	Law and Governance	26/09/24	27/09/24
Names of approvers for submission: (officers and members)				
Helen Williamson	Finance Manager	Finance	26/09/24	30/09/24
Rob Parkes	Team Manager, Legal Services	Law and Governance	26/09/2024	30/09/24
Mark Adams	Strategic Lead for Highway Operations & Delivery	Highways	26/09/2024	30/09/24
Councillor P Hetheron	Cabinet Member for City Services	-	26/09/2024	07/10/2024

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Appendix A - Extract from the Verge Policy July 2011 showing tier 3 guidance

TIER	APPROACH	OPTIONS	IMPACT	OTHER CONSIDERATIONS
3 – Local / Estate Roads (632 kms or 74% of road network)	Presumption that existing parking practices to be tolerated	<p>Existing Parking Practices</p> <p>1. Parking wholly on the verge</p> <p>2. Parking partially on the verge and partially on the road</p>	<p>1. Limited visual intrusion, reactive maintenance required</p> <p>2. Limited visual intrusion, reactive maintenance required, low traffic flows / speeds</p>	<p>Existing practices only tolerated where there are no road safety or traffic management concerns, and that street trees are not being damaged.</p> <p>Only otherwise considered for action where a clear case of community well-being is evidenced or there are significant ongoing maintenance issues. In these circumstances, the approach produced for the second-tier should be applied.</p>

Appendix B - Photos showing the stones on the verge



Appendix C - Photos showing the current condition of the verge





Public report Cabinet Member Report

Cabinet Member for City Services

8th November 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: Cheylesmore

Title: Petition 31/23 and E40/23 - Leaf Lane Resurfacing

Is this a key decision?

No

Executive summary:

A petition bearing 30 signatures was received requesting that the footway on Leaf Lane be resurfaced.

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

The determination letter advised that we would continue to monitor and repair intervention level defects with reactive maintenance until such time as Leaf Lane is included in the yearly capital programme. The letter stated that we were unable to advise if it will be in the 2025/26 programme at this juncture.

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

Recommendations:

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

List of Appendices included:

Appendix A - Site plan showing the extent of the footway
Appendix B - Photos showing the condition of the footway

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition 31/23 and E40/23 - Leaf Lane Resurfacing

1. Context (or background)

- 1.1. Leaf Lane flagged footway between Bolton Close and Bigbury Close is 0.5km in length, based on our current rates for footway reconstruction it would cost £160k to replace this length, around 10% of the annual budget.
- 1.2. The Overall Condition Index (OCI) for Leaf Lane footway is 39, for context our highest scoring OCI is 90. We have over 270 sections of footway with a score of over 85, the higher the score the poorer the condition.
- 1.3. We currently reconstruct around 0.25% of our entire footway network (1447km) each year.
- 1.4. The footway had a Detailed Visual Inspection in 2021, it will be due again in 2025.
- 1.5. An officer of the City Council has assessed the construction and overall condition of the footway. Considering the age of the footway, it is still performing well, there is evidence of sideways movement of the paving flags, which has resulted in gaps, which now have vegetation growing in between, however, this appears to be solid and there is adequate space to walk to avoid the vegetation, there is also deformation which would create minor ponding during wet weather events, however, due to the gaps between the paving, and the grass verge, the water soon dissipates. There is root intrusion around Bigbury Close, although the surface is undulating, it is safe with no intervention trip hazards.
- 1.6. The footway is protected from vehicle overriding by linear bollards in the verge, this helps to protect the footway from damage and further deformation.
- 1.7. The Highways Inspector for the ward carries out an annual safety inspection. It is noted that they didn't report Leaf Lane in their 10 worst footways for each ward during our annual review of Highway Inspectors Highway Condition data in December 2023, this will be reviewed again in December 2024.

2. Options considered and recommended proposal

- 2.1. Following the recent condition assessment, it is proposed to continue repairing intervention level defects raised during safety inspections, in line with our asset management strategy.
- 2.2. We will continue to collect data and compare with other footways in the City to determine suitability for the 2025/26 capital programme.

3. Results of consultation undertaken

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

4. Timetable for implementing this decision.

4.1 Future capital highway maintenance programmes and the proposed treatments to carriageways and pavements are established on a “worst first” basis across all road categories. The decision for which footways will be included in next year’s programme will be taken by Cabinet at their meeting in March 2025. It will also be dependent on the level of funding that is made available for Capital Highway maintenance next year and will further depend on the condition of this footway compared to other footways citywide.

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

5.1. Financial Implications

The estimated cost to replace the footway on Leaf Lane is £160k.

5.2. Legal Implications

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

6. Other implications

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

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

N/A

How is risk being managed?

We will continue to carryout safety inspections and repair defects.

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

No specific equalities impact assessment has been carried out.

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

None

6.5. Implications for partner organisations?

None

Report author:

Rob Little
Highways Technical Services Manager

Service Area:

City Services and Commercial

Tel and email contact:

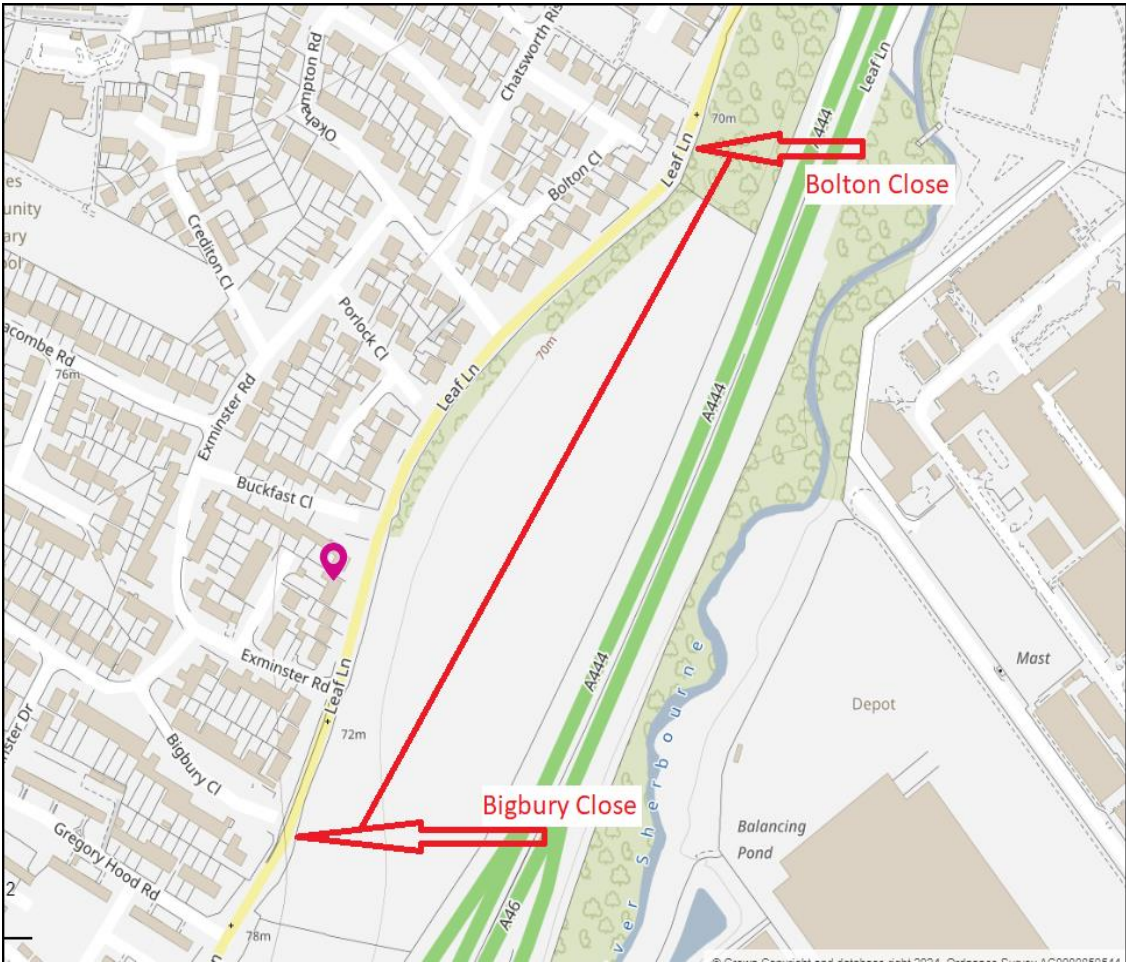
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Enquiries should be directed to the above person.

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Contributors:				
Caroline Taylor	Governance Services Officer	Law and Governance	26/09/2024	27/09/2024
Names of approvers for submission: (officers and members)				
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Rob Parkes	Team Manager, Legal Services	Law and Governance	26/09/2024	30/09/2024
Mark Adams	Strategic Lead for Highway Operations & Delivery	City Services and Commercial	26/09/2024	30/09/2024
Councillor P Hetherton	Cabinet Member for City Services	-	26/09/2024	07/10/2024

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

Appendix A - Site plan showing the extent of the footway



Appendix B - Photos showing the condition of the footway







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Public report Cabinet Member Report

Cabinet Member for City Services

8th November 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:

Woodlands

Petition e30/23– Request for Pedestrian Crossing on top end of Eastern Green Road /Alspath Lane

Is this a key decision?

No

Executive summary:

In January 2024 a petition requesting the installation of a pedestrian crossing at the top end of Eastern Green Road/Alspath Lane, around the Unicorn Pub and Unicorn Avenue shops, closed with 64 signatures.

Following receipt of the petition, site inspections were undertaken to assess the feasibility of the request and to identify if any alternative measures could be implemented to aid pedestrians crossing the road. These investigations included dialogue with Severn Trent Water who are currently undertaking works in this area and subsequent communication with Woodland Ward Councillors, who submitted the petition on behalf of residents.

Due the road environment and alignment, the provision of a pedestrian crossing at the location requested has found not to be achievable without significant vegetation removal and road realignment. Surveys of pedestrian demand at this location do not currently justify such a scheme. As such alternative options, including the provision of informal crossing facilities at alternative locations along the length of Eastern Green Road and Alspath Lane have been considered and proposals for Lower Eastern Green Lane in the vicinity of Park Hill School reviewed. Further engagement is ongoing with Ward Councillors regarding this.

If a scheme is identified this could be delivered as part of the 2025/26 Local Network Improvement Plan funding allocation at which time opportunities for match funding from Severn Trent Water will be explored.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Note the petitioners' concerns.
- (2) Endorse that a pedestrian crossing facility is not provided on Alspath Lane at Unicorn Avenue for the reasons set out within the report.
- (3) Approve that the feasibility of improvements to pedestrian accessibility being made on Lower Eastern Green Lane in the vicinity of Park Hill Primary School is investigated, in consultation with Woodlands Ward Councillors
- (4) Subject to recommendation 3, should a viable scheme be identified that it be accelerated for delivery as part of the 2025/26 Traffic Management programme.

List of Appendices included:

None

Background papers:

None

Other useful documents

Traffic Signs Manual Chapter 6 – Traffic Control

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition e30/23– Request for Pedestrian Crossing on top end of Eastern Green Road /Alspath Lane

1. Context (or background)

- 1.1. A petition signed by 64 people has been submitted requesting that a new pedestrian crossing be installed on Alspath Lane in the vicinity of Unicorn Avenue.
- 1.2. The petition reads as follows:

'We the undersigned petition the Council to install a pedestrian crossing at the top end of Eastern Green Road and Alspath Lane in the area of the Unicorn pub and Unicorn Avenue shops.

This area of road is busy, and crossing is difficult due to the limited visibility, speed of vehicles and multiple junctions. Traffic calming such as a pedestrian crossing would make the area safer for pedestrians and road users. This route is used by residents travelling to the shops, pub and primary school. Personally, as parent of two children I will often not walk my children to Park Hill Primary School out concern for crossing this road. However, when we do, we often rely on kindness of drivers to stop for us and have seen others struggling to cross this road.'

2. Options considered and recommended proposal

- 2.1. Eastern Green Road/Alspath Lane is an unclassified local residential road which connects Broad Lane with Upper Eastern Green Lane/Lower Eastern Green Lane. The southern section of the road is predominately residential in nature. The road transitions at its northern end to a mixed residential and commercial use including a public house (The Unicorn) on the eastern side of the road and a small parade of shops (accessed by vehicles from Unicorn Avenue) on the western side of the road. Building density is reduced in this area and features a mix of green space and established wooded areas. The road is subject to a 30mph speed limit with and features no on street parking restrictions other than some areas of double yellow lines for junction protection.
- 2.2. On receipt of the petition, Officers have carried out detailed site inspections and commissioned surveys to investigate and explore opportunities to address the concerns raised in the petition.
- 2.3. Discussions have also taken place with Severn Trent Water who are due to commence works on a new underground storage tank adjacent to Unicorn Lane imminently and have that they are keen to explore opportunities for collaboration mindful of the likely impact of works on the area during construction. These discussions are ongoing.
- 2.4. The results of the initial site inspections undertaken identified that due to the horizontal and vertical alignment of the road, it was not possible to meet forward visibility standards required for the installation of a formal pedestrian facility in the vicinity of Unicorn Avenue. The curvature of the road, combined with the existing tree coverage and height changes mean that physically it would not be possible to install a crossing at this location without making significant changes to the road alignment in this area. As part of this work, options were considered around hard pruning and cutting back of the existing

canopy but again found that this would not overcome the underlying layout issues that the current road alignment presents and would create an ongoing maintenance burden. Site surveys of pedestrian behaviour in this location also found that this was not an area with high levels of pedestrian demand; the results (pedestrian crossing counts undertaken in May 2024), did not support the prioritisation of this location for a new formal pedestrian crossing facility.

- 2.5. Due to the concerns raised, as part of the investigations the merits of introducing facilities on either side of the initially requested location (the northern section of the road up to the junction with Upper Easter Green Lane and the southern section towards Unicorn Lane, and beyond to Luther Way) were considered. Whilst forward visibility and the road layout would enable a crossing facility to be provided between Unicorn Lane and Luther Way, site surveys of this location showed low numbers of pedestrian demand which would not justify the provision of a crossing at this location. It was also concluded that as this was a location away from a natural desire line, it would be unlikely to be well used, even if installed and therefore would not be justified.
- 2.6. The surveys undertaken showed the highest pedestrian movement on the upper section of Alspath Lane towards the junction with Upper Eastern Green Lane. Whilst this demand was still low and would not justify a formal (controlled) crossing facility, options to aid pedestrians in this area have been explored, including the possibility of installing a pedestrian refuge. Site inspections showed that the presence of existing residential driveways limited the scope for the installation of a refuge, and whilst it would be possible to physically install such a feature, it is unlikely to add significant value to the local community and as such is not supported.
- 2.7. Reviewing the wider area it has been noted that requests had previously been made to aid pedestrian movement on Lower Eastern Green Lane at Park Hill Primary School. Whilst a pedestrian survey previously undertaken at this location has shown that the provision of a formal pedestrian crossing is not justified, following discussions with Woodlands Ward Councillors and mindful of the upcoming works by Severn Trent Water which will see the installation of an underground storage tank which has the potential to further disrupt pedestrian movement over the coming 12 months, options to improve pedestrian access on Lower Eastern Green Lane are being actively explored and this work remains ongoing.

3. Results of consultation undertaken

- 3.1. The matters being considered as part of this report have taken place following the submission of a petition signed by residents of the local community. No further consultation has taken place to date. Proposals identified as part of the current options feasibility study will be developed in discussion with Severn Trent Water.

4. Timetable for implementing this decision

- 4.1. Subject to approval, it is proposed that a feasibility study is undertaken to determine the possibility of improving pedestrian accessibility on Lower Eastern Green Lane by Park Hill Primary School. If the feasibility study demonstrates this is possible, a detailed design will be completed by the end of February 2025. Engagement would then take place with stakeholders including Park Hill School and if a positive response received,

a scheme would be delivered as part of the 2025/26 Local Network Improvement Plan funding allocation.

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

5.1. Financial Implications

The cost of introducing a scheme would be put forward for prioritisation to be funded from the 2025/26 Local Network Improvement Plan funding allocation. A report on which will be taken in March 2025 as part of our programme and resource setting priorities. Opportunities for match funding will also be sought from Severn Trent Water to facilitate and add value to any scheme identified.

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>

The proposals would contribute to the Plan's Vision - Working together to improve our city and the lives of those who live, work and study here"

6.2. How is risk being managed?

NA

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA?

No specific equalities impact assessment has been carried out. However, a pedestrian refuge would assist pedestrians to cross the road at this location.

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

None

6.6. Implications for partner organisations?

None

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Legal: Rob Parkes	Team Leader (Place), Legal Services	Law and Governance	03/10/2024	14/10/2024
Members: Councillor P Hetherton	Cabinet Member for City Cabinet	-	16/10/2024	22/10/2024

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Cabinet Member for City Services

8th November 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:

Wainbody

Title:

Stoneleigh Road & Gibbet Hill Road - Objection to Proposed 30mph Speed Limit

Is this a key decision?

No

Executive summary:

Stoneleigh Road and Gibbet Hill Road are local distributor roads providing access between Kenilworth Bypass (A46), Kenilworth Road (A429) and the University of Warwick Campus.

A reduction of the current 40mph speed limit to 30mph is proposed to improve amenity for vulnerable road users (pedestrians and cyclists), reduce vehicle speeds, improve road safety and address speeding concerns of residents.

As a result, a 30mph speed limit has been proposed for both Gibbet Hill Road and Stoneleigh Road with the corresponding Traffic Regulation Order (TRO) being formally advertised on 1 August 2024. During the statutory twenty-one-day consultation period, one objection and one endorsement were received. Both were contacted and provided with further information to clarify and address any concerns. Whilst these discussions were positive, the single objection remains and in accordance with the City Council's procedure for dealing with objections to proposed TROs, the matter is now being reported to the Cabinet Member for City Services for a decision on how to proceed.

If the TRO is approved, the cost to introduce the changes will be funded from the 2024/25 Traffic Management allocation of the capital funded Local Network Improvement Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Consider the objection to the proposed reduction of speed limit on Stoneleigh Road and Gibbet Hill Road.
- (2) Subject to recommendation 1, approve the City of Coventry (Stoneleigh Road & Gibbet Hill Road) (40mph Speed Limit) Revocation Order 2024 is made operational.

List of Appendices included:

Appendix One – Stoneleigh Road & Gibbet Hill Road – Location Plan – Proposed 30mph Speed Limit (Drawing no. Stoneleigh/TRS/003)

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Stoneleigh Road & Gibbet Hill Road - Objection to Proposed 30mph Speed Limit

1. Context (or background)

- 1.1. Stoneleigh Road is a cross-boundary road which is predominately located within the neighbouring authority of Warwickshire and as such, sits outside of the direct control of Coventry City Council. The section within Warwickshire is predominately rural in nature and is unrestricted and as such, is subject to a 60mph speed limit. Over a number of years the road has been impacted by ongoing HS2 works which have resulted in a temporary speed limit of 30mph being in place for the full extent of the road. This has generally operated well and has prompted no direct complaints to Coventry City Council. Longer term it is understood that it is the intention of Warwickshire County Council to reduce the speed limit of the section of road within Warwickshire to 50mph. It should be noted that the area to the north of this section of Stoneleigh Road is an allocated housing site, with the Kings Hill development having been granted planning approval, and this will, in time, change the rural nature of this section of Stoneleigh Road.
- 1.2. A 700m length of the road at the northern end of the road falls within the Coventry City boundary. This section of the road is subject to a 40mph limit and is predominately residential in nature with properties fronting the road continuously along its length. It should be noted that this section of road does not benefit from any formal footway and as such pedestrians and cyclists using the road typically use the carriageway on this section of the road. A 30mph speed limit is proposed for this section of Stoneleigh Road which will complement the proposed change within Warwickshire and will aid appropriate speed management mindful of the environment and propensity for vulnerable road user use of this section of road.
- 1.3. Gibbet Hill Road has a 40mph speed limit for approximately 280m from the roundabout on Kenilworth Road (A429). Whilst the road does have a footway on the north side of the carriageway, it is also residential in nature with frontage properties in addition to the Gibbet Hill campus of the University of Warwick. The remainder of the road is already subject to a 30mph speed limit. In the interests of improved amenity for vulnerable road users, the benefits to road safety and to provide clarity for road users by providing a consistent speed limit along a road of consistent appearance, a 30mph speed limit is also proposed.
- 1.4. Within the statutory consultation period, one objection and one response in favour has been received.

2. Options considered and recommended proposal

- 2.1 Over the course of the twenty-one-day objection period a single objection was received in response to the proposal. This is summarised below:

'I would like to register my objection to the proposed 30mph speed limit on Stoneleigh Rd. Not sure what accident data shows this to be necessary. There are very wide sections of grass verge on both sides of the road, so pedestrians face little risk other than a short section over the railway bridge. Cyclists have sufficient access through

Coventry and Kenilworth routes. During term time and during 'rush hour' the traffic queues due to the inadequate local road infrastructure ensure no one can travel up to 40mph anyway. This is just another example of over regulation and wasting money.'

- 2.2 The objection received is acknowledged and has been fully considered as part of the preparation of this report. In doing so the following options have been assessed.
- 2.3 The options are to:
- i) not introduce the Order for the proposal
 - ii) make amendments to the Order for the proposal
 - iii) make the Order for the proposal as advertised
- 2.4 Whilst the comments raised by the objector are noted, retaining the current speed limits on both Stoneleigh Road and Gibbet Hill Road would not address the concerns raised regarding the consistency of speed limits along the road, which in turn impact compliance. The proposed reduction of speed limit within Warwickshire to 50mph is likely to result in reduced compliance with a 40mph limit on the section within Coventry due to the reduced differential between limits. It is also noted that at times speeds are already in line with the proposed 30mph and that leaving the speed limit at 40mph is counter to the Councils wider priorities to encourage active forms of travel, including walking and cycling and aid road safety. As such this option is not recommended.
- 2.5 It would be possible for Stoneleigh Road to be removed from the proposal whilst retaining Gibbet Hill Road and vice versa. It is noted that such an approach would only partially address the concerns initially raised to the Council and is likely to generate complaints from those residents living along any section of road excluded. The introduction of 30mph limits on Stoneleigh Road and Gibbet Hill Road at the same time ensures a consistent approach is adopted along the corridor which will enable the decluttering of signage and aid speed compliance. By excluding one or both sections this becomes not possible and results in frequent changes in speed limits, an approach not recommended by the Department for Transport. As such this option is also not recommended.
- 2.6 The proposed speed limit of 30mph on Stoneleigh Road will help to encourage appropriate speeds for the road, mindful of its environment and use. Lower speeds have been demonstrated to have a positive impact on injury severity should a collision occur and as such reduction in traffic speeds have the potential to significantly aid road safety. In addition, slower traffic speeds will reduce the speed differential between vulnerable road users, including cyclists and motor vehicles. A speed limit of 30mph will also complement the reduction in speed limit proposed for Stoneleigh Road within the neighbouring authority.
- 2.7 The proposed speed limit of 30mph for Gibbet Hill Road will bring consistency to the speed limit of Gibbet Hill Road between Kenilworth Road (A429) and the University of Warwick Campus, making it simpler for drivers to understand and comply. The length of proposed 30mph speed limit includes two controlled pedestrian crossings with a third approximately 200m away and reduced vehicle speeds will aid road safety at these locations where pedestrians and vehicles interact. A speed limit of 30mph will

improve the amenity for cyclists by reducing the differential in speeds between cycles and motor vehicles.

- 2.8 Installing the proposed 30mph speed limit is also considered to address the concerns of those residents, including Ward Councillors who initially sought for a speed limit review and reduction in speed limit.
- 2.9 For the reasons set out in sections 2.6 – 2.8 it is recommended that the Order as advertised is approved and implemented.

3. Results of consultation undertaken

- 3.1. The proposed TRO for the change of speed limit to 30mph was advertised in the Coventry Telegraph on 1st August 2024; notices were also placed on street in the area of the proposal. Letters were also sent to other various consultees. One objection was received and one response in support.

4. Timetable for implementing this decision

- 4.1. Should this proposal be approved, it is proposed to implement the Traffic Regulation Order within the current calendar year.

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

5.1. Financial Implications

The cost of introducing the proposed TRO is anticipated to be in the region of £5000. If approved this will be funded from the approved Local Network Improvement Programme allocation of the Highways Maintenance and Investment Capital Programme budget which forms part of the Local Transport Plan.

5.2. Legal Implications

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

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

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police

and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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

6. Other implications

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

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

The proposed implementation of the reduction of speed limit to 30mph 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. A reduction in the speed limit may increase cycle usage, encouraging residents, communities and businesses to take up active and green forms of travel

How is risk being managed?

None

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

The introduction of the proposed reduced speed limit will increase amenity and useability of pedestrian facilities, therefore encouraging increased use and improving road safety.

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

None

6.5. Implications for partner organisations?

None

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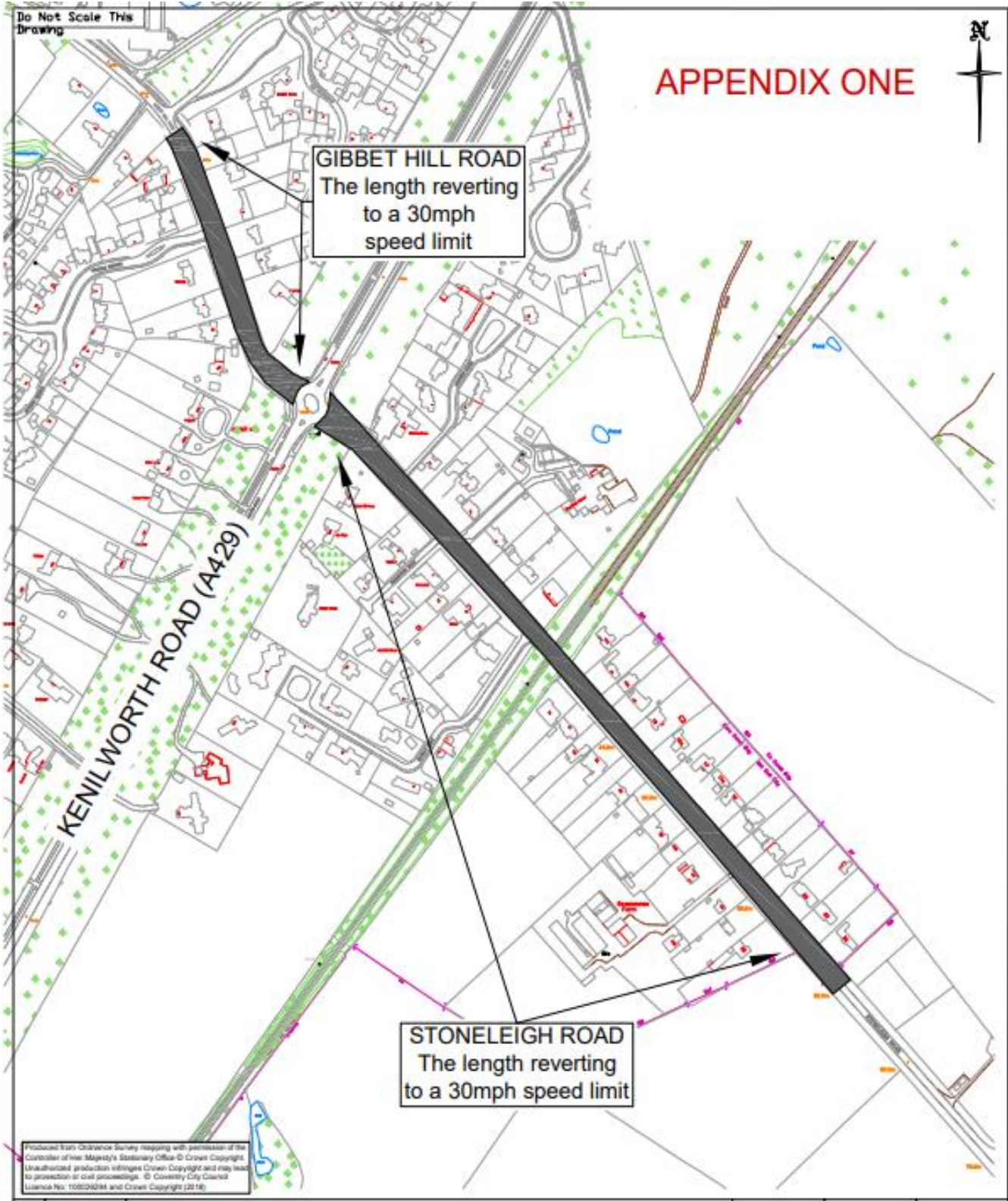
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Helen Williamson	Finance Manager	Finance and Resources	15/10/2024	15/10/2024
Rob Parkes	Team Leader, Legal Services	Law and Governance	30/09/2024	30/09/2024
Councillor P Hetherton	Cabinet Member for City Services	-	16/10/2024	22/10/2024


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Do Not Scale This Drawing

APPENDIX ONE



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Rev.	Date	Description	Drawn	Checked	Approved
Project Title:					
STONELEIGH ROAD & GIBBET HILL ROAD TRAFFIC REGULATION ORDER			 PLACE DIRECTORATE, TRANSPORT AND INFRASTRUCTURE, TRAFFIC MANAGEMENT, FLOOR 8, ONE FRISGATE, COVENTRY, CV1 2GN TEL: 024 7683 4333 FAX: 024 7683 1324		
Drawing Title:		LOCATION PLAN - PROPOSED 30mph SPEED LIMIT	Scale at A3: NTS	Status: Draft	
			Drawn: RE 12/07/2024	Checked: CA 29/07/2024	Approved: CA 27/07/2024
Drawing Number: Stoneleigh/TRS/003					Rev: -

Cabinet Member for City Services

8th November 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services

Ward(s) affected:

City-wide

Title:

**Report – Objections to Proposed Traffic Regulation Order (TRO)s CCTMP Ph2A –
City Centre Red Route and Greyfriars Road Bus Gate**

Is this a key decision?

No

Executive Summary:

The City Centre Traffic Management Plan (CCTMP) is a series of interventions designed to manage traffic in the city centre with an aim of reducing the amount of traffic circulating within the centre, thereby improving bus service reliability, improving air quality by reducing queuing traffic, promoting active travel, and facilitating the Coventry Very Light Rail (CVLR) City Centre Demonstrator track that will run from the railway station to the former Ikea building.

The CCTMP covers the core city centre area located generally within the ring road, with a spur out to the railway station. The area is currently covered by a 20-mph zone and a Restricted Parking Zone (RPZ). The CCTMP proposals retain the 20-mph zone but will involve the replacement of the blanket city centre RPZ with traditional lined parking restrictions, and smaller areas of Restricted Parking Zone. This change is required predominately to facilitate the introduction of a “red route” on core public transport routes within the city centre.

Four Traffic Regulation Orders (TROs) were advertised on 8 August 2024 as part of the proposed traffic management changes.

The four Orders remove an area of the existing city centre RPZ, leaving a smaller RPZ covering a core area of the city centre, introduce red route restrictions and use traditional waiting restriction markings (double yellow lines) on some other streets within the city centre. In addition, the proposals improve access for pedal cycles by creating exemptions to some existing one-way roads and create a new bus gate on Greyfriars Road. The bus

gate on Greyfriars Road restricts traffic entering or exiting the road other than buses, bicycles, hackney carriages.

The statutory objection period closed on 29 August 2024. Two (2) objections were received, one to the proposed waiting restrictions order and one to the proposed bus gate order. In addition, four (4) comments were also made. In accordance with the City Council's procedure for dealing with objections to TRO's, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the TROs, if approved, will be grant funded.

Recommendations:

The Cabinet Member for City Services is recommended to:

- 1) Consider the objections received to the proposed TRO's
- 2) Subject to recommendation 1 approve the implementation of the City of Coventry (City Centre) (Permitted Parking Area and Special Parking Area) (Designation, Waiting Restrictions, Loading Restrictions, Loading Areas and Street Parking Places) Order 2024
- 3) Subject to recommendation 1, approve the implementation of the City of Coventry (Greyfriars Road) (Bus Gate and Revocation) Order 2024

List of Appendices included:

Appendix A copy of objections and responses

Background papers:

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: Objections to proposed Traffic Regulation Orders Report CCTMP Ph2A – City Centre Red Route and Greyfriars Road Bus Gate

1. Context (or background)

1.1. The CCTMP is being delivered in several phases as set out below:

Phase	Comment
1A	High Street Pedestrian Zone (complete)
1B	Hales Street Bus Gate (complete)
2A	Red route and Greyfriars Rd bus gate (this report lists the objections received)
2B	City Centre cycle route (separate report - approved)
3	Bus gates and traffic “zoning” (proposed)

- 1.2. A significant amount of traffic circulates within the core city centre using local roads including Queen Victoria Road and Corporation Street rather than the ring road. This can cause congestion, noise and increases road safety risk, resulting in a detrimental impact for vulnerable road users including bus services, pedestrians, and cyclists.
- 1.3. Traffic counts and modelling have been undertaken to identify the extent of the issue, and data from bus services shows the impact that traffic has upon service reliability. The modelling has also indicated that there is sufficient capacity on the ring road to accommodate circulating traffic displaced from the core city centre.
- 1.4. The CCTMP seeks to move traffic from the central core and maximise use of the ring road by requiring traffic to access different areas of the city centre through defined entry points which will be enforced through a mixture of bus gates and associated restrictions, such as the one proposed for Greyfriars Road and the Hale Street bus gate introduced in 2023. Access to car parks, for residents and service vehicles will be maintained, but traffic entering each area will enter and exit using the same ring road junction rather than be able to circulate around the inner core of the city centre.
- 1.5. Phase 2A includes measures to reduce traffic flow and kerbside loading in the key roads of Coventry city centre by adding red route restrictions on corridors through the city centre along with complementary new or amended waiting restrictions and loading restrictions, the introduction of a Bus Gate on Greyfriars Road and improvements to access for pedal cycles.
- 1.6. The CCTMP Phase 2A proposals retain the 20-mph zone but reduce the extents of the existing RPZ, introduces a red route and provide other minor changes to waiting restrictions.
- 1.7. The Traffic Regulation Orders (4 in total) required for the changes proposed for Phase 2A of the CCTMP were advertised on 8 August 2024. The 21-day objection period closed on 29 August 2024. Two formal and four informal objections were received. One formal objection was made to the proposed bus gate at Greyfriars Road and one formal objection to part of the proposed waiting restriction changes. These are summarised in Appendix A of this report.

1.8 Four Traffic Regulation Orders were advertised on 8th August 2024 under the 'Proposed Traffic Regulation Orders City Centre Traffic Management Proposals' as listed below:

- i) City of Coventry (City Centre) (Permitted Parking Area and Special Parking Area) (Designation, Waiting Restrictions, Loading Restrictions, Loading Areas and Street Parking Places) Order 2024
- ii) City of Coventry (Greyfriars Road) (Bus Gate and Revocation) Order 2024
- iii) City of Coventry (Lamb Street) (One Way) Order 2024
- iv) City of Coventry (Various Roads) (One Way Traffic) (Exemption) Order 2024

which includes the removal of the existing RPZ, the introduction of new RPZs covering smaller areas of the core city centre, and the introduction of red route restrictions and Greyfriars Road bus gate, allowing mobile enforcement of parking restrictions to be introduced. On some other streets, traditional parking restrictions (using yellow lines) is included.

2. Options considered and recommended proposal

2.1. The Options considered in response to the objections are:

- i) Make the Traffic Regulation Orders as advertised
- ii) Make the Traffic Regulation Orders, but with fewer provisions than advertised
- iii) Withdraw the Traffic Regulation Orders and not progress with Phase 2A

2.2 Option (iii) has been discounted as it would not address or enable the identified improvements in traffic and parking management which the CCTMP scheme seeks to address. Feedback and observations from site have shown that compliance with existing restrictions is poor in places and has a negative impact on the passage of traffic including public transport. Implementing option (iii) would be counter to the wider aspirations of the Council in terms of improving the city centre environment through the effective and efficient routing of traffic on the most appropriate routes.

2.3 Option (ii) has also been discounted for the same reasons. The CCTMP proposals have been developed as a package of complementary measures designed to enhance the operation of the city centre highway network and address ongoing matters of non-compliance and associated obstruction which negatively impact how people move around the city centre.

2.4 Having fully considered the objections received it is recommended that Option (i) is adopted and that the 4 advertised TROs as detailed below are made permanent.

- City of Coventry (City Centre) (Permitted Parking Area and Special Parking Area) (Designation, Waiting Restrictions, Loading Restrictions, Loading Areas and Street Parking Places) Order 2024
- City of Coventry (Greyfriars Road) (Bus Gate and Revocation) Order 2024
- City of Coventry (Lamb Street) (One Way) Order 2024
- City of Coventry (Various Roads) (One Way Traffic) (Exemption) Order 2024

- 2.5 In doing so, the feedback received during the statutory 21-day consultation is acknowledged and we will continue to need to work closely with local businesses, their suppliers and customers to ensure impacts of the changes are mitigated and businesses are supported.

3 Results of consultation undertaken

Consultation was undertaken in November and December 2023 advising of the plans for a red route in the City Centre, which would also reduce the extents of the City Centre Restricted Parking Zone. This would result in the introduction of double red lines (no stopping at any time) and double yellow lines (no waiting at any time) in some areas. Plans were also shared about a new City Centre Cycle Route and a Coventry Very Light Rail route.

A Street News newsletter was delivered to over 6,000 properties in and around the city centre via Royal Mail. This contained information about the CCTMP and included a link to the Council's Let Talk online page where people could complete a survey to tell us what they thought.

Throughout the consultation period of 27 November to 17 December 2023 a survey was available on the Council's Let talk website so people could tell us what they thought.

The majority of comments received were in favour of the implementation of the Red Route.

The TROs, to introduce the red route within the city centre and bus gate on Greyfriars Road was advertised on 8 August 2024. Two objections (one to each proposal) have been received, as outlined in Appendix A to the report.

4 Timetable for implementing this decision

- 4.1 Subject to consideration of the objections to the TROs, if they are to be made permanent and operational, the works can commence early January 2025.

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

5.1 Financial implications

- 5.1.1 On 11 December 2023, a governance and assurance process for the Very Light Rail Regional Programme (VLRPP) was tabled, together with evidence of CVLR Stage Gate 1 outputs, at DfT's Investment Portfolio Delivery Committee (IPDC).
- 5.1.2 IPDC approved the stage gate process and approved the release of Stage Gate 2 funding, which is a further £6.1m of City Region Sustainable Transport Settlement (CRSTS) capital grant.
- 5.1.3 The cost of making the TROs permanent will be in the region of £600k and will be funded from the approved £6.1m funding envelope.

5.1.4 Revenue from any fines levied for contravening the bus gate will be used to offset enforcement costs with any surplus being used solely for transport purposes in accordance with statutory requirements.

5.1.5 Future maintenance costs related to the signing and lining required for the scheme will be met from the core Highway Maintenance capital budget.

5.2 Legal implications

5.2.1 The Road Traffic Regulation Act 1984 allows the Council to make Traffic Regulation Orders (TRO) 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.

5.2.2 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.

5.2.3 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.

5.2.4 The 1984 Act provides that once an TRO has been made permanent, 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 achievement of the Council Plan?

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

It is considered that the proposals support the Council Plan objective to create an attractive, greener city by making it easier for people to travel around the city on foot, on cycle or using public transport, thereby reducing vehicle emissions, improving the environment, tackling climate change, and supporting the delivery of the Local Air Quality Action Plan for Coventry. This plan will also act as a key enabler for CVLR and make Coventry a pioneering city in green, mass transit, rail-based transport. The proposal will also help the city achieve its economic objectives by making the city centre more attractive

6.2 How is risk being managed?

Risk is being managed through the project governance, with regular reviews conducted by the project team, including the CVLR Management Team and the Capital Programme Board.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No EIA has been undertaken.

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

6.6 Implications for partner organisations?

Improved bus journey times and service reliability will lead to a potential reduction in requirement for TfWM revenue support for bus services as fewer buses will be required to maintain the same level of service.

Report author

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Names of approvers for submission: (officers and members)				
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Councillor P Hetherton	Cabinet Member for City Services	-	14.10.24	14.10.24

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Appendix A – A copy of objections and response

<u>Objection No</u>	<u>Summary of Objection</u>	<u>Response</u>
1	<p>Comments received via email from business owner on 30 August 24:</p> <p>I act as Chair of Warwick Road United Reformed Church (URC) trustees. The church and church centre are located in Warwick Road / Warwick Row in the city centre (8-12 Warwick Row). I note from Street News that one of the proposed city centre red routes passes in front of the church and centre and therefore potentially will affect our premises. Currently, there is a dropping-off point on the road frontage which is used by taxis, Ring & Ride buses, individuals, and delivery vehicles to drop off people using our premises or goods required for the functioning of the premises. Will this lay-by facility still exist with the red route in operation? If not, then it would be feasible for such drop-offs to take place on the paved forecourt entranceway to our premises where we have right of vehicular access. However, vehicles using that space within the public highway are currently not permitted to temporarily drop-off, so in the eventuality that the formal road-side drop-off lay-by is removed, will it be feasible to legally allow this access forecourt to be used for such drop-offs in this way?</p>	<p>The layby outside the church currently operates as a split-use taxi rank and loading bay.</p> <p>The Red Route scheme proposes to convert this so that it operates as a dedicated loading bay, to increase opportunities for drop offs and deliveries as a result of the wider stopping restrictions. The provision for taxis is moved further back along Warwick Road (around where the motorcycle parking is, which is unchanged), and around the corner in Greyfriars Road (outside Holt Court).</p> <p>The increase in and relocation of the taxi provision is to offset the loss of taxi ranking on Rover Road, which is due to be “stopped up” as part of the City Centre South development – which means Rover Road ceases to be public highway.</p> <p>It should be noted that the Red Route will prohibit stopping outside the marked loading bay, so drivers should ensure they stop in the loading bay when making deliveries etc.</p>

	<p>Comments received via email from business owner on 12 August 24:</p> <p>I am writing to you concerning the new red route that is planned to be introduced. This will impact my business severely as the Burges Road is necessary for me to access my shop front for loading goods. I do not support this as it will impact me and place burden on my business.</p>	<p>As part of the Red Route scheme, the existing access arrangements on Burges will remain in place. The scheme proposes to in fact extend the existing loading bay on Burges, and we have agreed with TfWM to relocate some bus stops in order to achieve this. This is intended to ensure there is kerbside loading opportunities available on Burges for traders to make use of, but in such a way that does not impact the bus service with the knock-on congestion and delays that used to occur. Loading can also take place in West Orchards Way and Palmer Lane, a short walk away.</p>
3	<p>Comments received via email from business owner on 9 August 24:</p> <p>Business owner on the Burges sent the following email;</p> <p>I've received a letter outlining the plans to start work on the red route.</p> <p>It's says that Burges will be part of the red route and there is "no stopping, even for deliveries"</p> <p>I'm just wondering how are going to receive our deliveries when all my stock, barrels and gas can only come through the front entrance which on the Burges or will we have a designated delivery bay outside the pub?</p>	<p>There is an existing loading bay in place on Burges, and the scheme proposes to extend this facility to improve the capacity for loading that can be accommodated on street. This is intended to ensure there is kerbside loading opportunities available on Burges for traders to make use of, but in such a way that does not impact the bus service with the knock-on congestion and delays that used to occur. Bus Stops will be removed to achieve this.</p>

4	<p>Objection received via email from business owner on 27 August 24:</p> <p>I am writing to share my objection to the Traffic Management Proposals for our local area and the impact it will have on my business.</p> <p>As an introduction, I own [Franchise] and run 7 McDonald's restaurants in Coventry, employing 750 local people.</p> <p>The issue I have is pertaining to the red route and bus stop removal proposal for Cross Cheaping / The Burges.</p> <p>I own the McDonald's at 26 Cross Cheaping [directly beside the bus stops]</p> <p>Since the car restrictions have been put in place, our business has declined by 20% [mainly due to the restrictions affecting our Delivery trade]</p> <p>We are now heavily reliant on bus passengers who use the road to access the buses outside. With red routes making it impossible to access for deliveries and then no bus transport, I fear the street will become a ghost town and could impact the 100 employees I currently employ at this store. I am sure it will have the same devastating effect on the surrounding businesses in the street.</p> <p>I have not been told of any consultation with local businesses or an understanding by the council of the effect it will have on that area, but I would ask that these points are taken into consideration.</p> <p>If you would like to discuss further, I would be happy to meet, or you can contact me on my mobile.</p> <p>I appreciate your time in this matter.</p>	<p>There are no proposals to remove or restrict buses as part of the Red Route scheme. The scheme does propose to relocate some bus stops, but these are all to be accommodated within Burges or Cross Cheaping, with no reduction in services that pass by these premises.</p>
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Objection received via email from business owner on 22 August 24:

I would like to state my objection to the introduction of a bus gate on Greyfriars Road between its junctions with Sheriffs Orchard and Warwick Road which prohibits vehicles other than buses, pedal cycles, hackney carriages and private hire vehicles.

Unfortunately, such schemes only move traffic from one area to another, and in fact do not aid the flow of traffic. If a bus is only over a small stretch of a road, then all it can do is in fact make the flow of traffic slower. We have seen this in Foleshill road and other parts of the City.

If drivers are not able to use Greyfriars road, they will drive around the ring road to use other access, which will result in more traffic elsewhere.

As a regular user of Greyfriars Road, I can tell you that traffic on this road is in fact very low compared with other roads around the City Centre.

In my view, this is an ill-thought scheme that will only serve to raise revenues to the Council and will not aid in improving the traffic flow or the environment in and around the City.

Please consider this objection seriously, as I am sure many residents of the City will share my objection. We all want a clean and organised City, but I do not believe such schemes are achieving this. Moving traffic from one quiet area to create heavy traffic in another does not help and does not justify the resources.

The proposals to introduce a Bus Gate on Greyfriars Road have been thought out carefully. The scheme has been designed to take into account the recent changes to the city centre traffic network – notably the improvements at Ring Road Junction 7 – and also the future changes as part of City Centre South redevelopment and the former IKEA building (City Centre Cultural Gateway).

The Bus Gate is intended to deter traffic from using Warwick Road, Greyfriars Road and Corporation Street through the city centre, improving reliability for bus services and reducing traffic congestion on Warwick Road.

Traffic modelling has been undertaken and – given the improved performance of Junction 7 – there are not expected to be significant issues resulting from the re-assigned vehicle flows.

6

Comments received via email from business owner on 24 August 24:

I believe that the creation of this new Bus Gate will have a detrimental effect on those living in the area. This area of the City Centre has recently seen an uprise in residential accommodation provision and has become less busy due to the decline of the local shopping and entertainment facilities due to the closure of the Bull Yard and the businesses in that area. The provision of this Bus Gate will restrict our access to our homes, our parking facilities as the only access, Apart from the junction with which you intend to block off with a Bus Gate, is a dangerous and traffic inducing U-Turn located before the entrance to Sheriffs Orchard and opposite a bus stop and three electric taxi recharging locations which are often occupied throughout the day. I believe that this new Bus Gate is ill advised and will harm the access we have to the places where-we live. The provided map on the news site showed no provision for extra access to be designed into this road section to allow for people living and parking their vehicles to safely and legally (in the case of Sheriffs Orchard) access their residencies.

I would ask that this proposal is either placed on hold while a further consultation is made with input from local residents and businesses or completely scrapped as I haven't seen an increase of traffic at the location, even with the removal of the existing Bus Gate that had existed along the stretch of Warwick Road between the island junction at Greyfriars Road and the exit from the Ring Road at Junction 6. This new Bus Gate will be detrimental to local residents, as well as the local student accommodation.

The proposals to introduce a Bus Gate and Red Route go hand-in-hand with the construction of the "City Demonstrator" Phase of the Coventry Very Light Rail scheme. This will see the removal of the existing central island, allowing drivers to turn right into Sheriffs Orchards and Queen Victoria Road (stub end) from Greyfriars Road and Queen Victoria Road (main arm) respectively.

The Bus Gate has considered City Centre South, and we have worked with their designers to ensure coordination is in place.

The Bus Gate is intended to deter traffic from using Warwick Road, Greyfriars Road and Corporation Street through the city centre, improving reliability for bus services and reducing traffic congestion on Warwick Road.

Traffic modelling has been undertaken and – given the improved performance of Junction 7 – there are not expected to be significant issues resulting from the re-assigned vehicle flows.

Also, with the upcoming works of demolition and development due to start in the Coventry South area of the city centre, we may have issues with approaching from the junction of Queen Victoria Road and Croft Road, that junction already being a busy traffic location during the day. Future planning hasn't been taken into account in my opinion and must therefore be reassessed.

Cabinet Member for City Services

8th November 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:

Bablake, Binley & Willenhall, Earlsdon

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 in order to provide flexibility and streamline current practice. This change has reduced costs and bureaucracy and improved the service to the public.

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

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

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

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 – 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 in order to provide flexibility and streamline current practice.
- 1.3 These amendments allow a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting. The advantages of this change are two-fold; firstly, it saves taxpayers money by streamlining the process and reducing bureaucracy. Secondly it means that petitions can be dealt with and responded to quicker, improving the responsiveness of the service given to the public.
- 1.4 Each petition is still dealt with on an individual basis. The Cabinet Member considers advice from officers on appropriate action to respond to the petitioners' request, which in some circumstances, may be for the petition to be dealt with or responded to without the need for formal consideration at a Cabinet Member meeting. In such circumstances and with the approval of the Cabinet Member, written agreement is then sought from the relevant Councillor/Petition Organiser to proceed in this manner.

2. Options considered and recommended proposal

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

3. Results of consultation undertaken

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

4. Timetable for implementing this decision

4.1 Letters referred to in Appendix A to the report will be sent out by December 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

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Service:

City Services & Commercial

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
John Seddon	Strategic Lead Policy and Innovation	City Services and Commercial	18/10/2024	18/10/2024
David Keaney	Head of Network Management	City Services and Commercial	18/10/2024	18/10/2024
Caron Archer	Principal Officer, Traffic Management	City Services and Commercial	18/10/2024	18/10/2024
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	18/10/2024	18/10/2024

This report is published on the council's website:

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

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

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
e08/ 24-25	Access to George Marston Road & Loweswater Road from Princethorpe Way	8	N/A	Determination	The prohibition of the left turn into George Martson Road has been in place since 1973 to keep through traffic on Princethorpe Way which is the appropriate route for through traffic. The revocation of the prohibition may result in drivers using residential roads to reach Binley Road. This would increase traffic travelling through the residential area which would be to the detriment of the local community. Therefore, whilst the concerns of petitioners are noted, it is not proposed to revoke the current prohibition at the current time.
e11/ 24-25	Brownhill Green Road - Traffic Calming	18	N/A	Determination	The request and concerns have been noted. Whilst at present Brownhill Green Road does not meet the criteria for consideration for inclusion in the safety scheme programme (less than six personal injury collisions in the last three years), opportunities for measures on Brownhill Green Road as part of works relating to nearby developments are currently being explored. The petition will be considered as part of the review and adds weight to the need for an additional crossing facility in this area.

e05/ 24-25	Winifred Avenue - Residents Parking Permit	9	N/A	Determination	Following concerns raised by residents, additional parking enforcement patrols have been undertaken. For a residents' parking request to be considered, it must have the support of at least 60% of affected households. Unfortunately, this petition does not meet that criterion. If the petition organiser secures the support of at least 60% of households, a new petition may be submitted no sooner than six months after this petition closed.
10/ 24-25	Bredon Avenue - Traffic Calming Measures	95	Cllr Agboola	Determination	Bredon Avenue does not meet the criteria for consideration for inclusion in the safety scheme programme (no recorded personal injury collisions in last three years). The petitioners will be provided with details of the Police's Community Speed Watch scheme. Bredon Avenue will also be added to the programme for the deployment of mobile vehicle-activated speed limit signs.

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