
Cabinet Member for City Services

Time and Date

2.30 pm on Wednesday, 24th September, 2025

Place

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 14)
 - (a) To agree the minutes of the meeting held on 23rd July 2025
 - (b) Matters Arising
4. **Petition e63/24-25 - Community and Residential Parking Provision, Spon End** (Pages 15 - 24)

Report of the Director of Regeneration and Economy

To consider the above petition bearing 201 signatures (e-petition 102 signatures, paper petition 99 signatures = 201 total signatures).

The petition is being organised and sponsored by Councillor J Gardiner, a Sherbourne Ward Councillor, who has been invited to the meeting for the consideration of this item.
5. **City Centre Cycle Route - Cycleway Designation Report** (Pages 25 - 40)

Report of the Director of Regeneration and Economy
6. **City of Coventry (Pedestrianised School Street) (Experimental) Orders 2024 - Objection** (Pages 41 - 64)

Report of the Director of Regeneration and Economy
7. **City Of Coventry (Watery Lane, Parish of Allesley)(Prohibition of Driving) Order 2024 - Objection** (Pages 65 - 78)

Report of the Director of Regeneration and Economy

8. **Weight Restriction on London Road (B4110)** (Pages 79 - 98)
Report of the Director of Regeneration and Economy
9. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 99 - 110)
Report of the Director of Regeneration and Economy
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

Tuesday, 16 September 2025

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

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

**Caroline Taylor / Michelle Salmon, Governance Services Officers,
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 23 July 2025

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor S Nazir (Deputy Cabinet Member)
Councillor M Heaven (Shadow Cabinet Member)

Other Members: Councillor G Ridley (for the matters in Minutes 13 and 15)
Councillor S Jobbar (for the matter in Minute 14)
Councillor J Innes (for the matter in Minute 16)
Councillors R Bailey and R Brown (for the matter in Minute 18)

Employees (by Directorate):

Regeneration and Economy M O'Connell, D O'Neill, V Robert, J Seddon

Law and Governance D Cahalin- Heath, M Coggins, M Salmon, C Taylor

Apologies: There were no apologies

Public Business

11. Declarations of Interests

There were no disclosable pecuniary interests.

12. Minutes

The minutes of the meeting held on 11 June 2025 were agreed and signed as a true record.

There were no matters arising.

13. Petition e42/24-25 - Bannerbrook Park - Reduce Speed Limit to 20mph

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy, that responded to a petition requesting that the Council reduced the speed limit on Bannerbrook Park to 20mph. The petition was organised by Councillor G Ridley, a Woodlands Ward Councillor, who attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 49 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted

to a meeting of Cabinet Member for City Services. The Petition Organiser subsequently requested that a report be submitted to a meeting.

The agreed determination letter was to explain that Bannerbrook Park was set out and designed mindful of the principles set out with the Manual for Streets and benefitted from various interventions including changes in surface type, carriageway alignment and narrowing, as well as physical features, all of which were intended to reduce vehicle speeds and aid road safety. A review of the last 3 years of road safety records noted no recorded collisions resulting in personal injury on the roads within the estate. It was noted that the full estate had not been adopted by the authority, with roads including Monticello Way remaining private and within the control and management of the developers.

Councillor G Ridley, spoke in support of the petition, welcoming the mobile signage and the commitment to bring forward additional traffic calming measures but expressed concerns on behalf of the residents regarding the lack of progress with adoption of the whole estate and queried whether new developments going forward would be restricted to a 20mph speed limit.

Officers responded to the Petition Organiser's concerns advising of the following:

- Lack of progress was due to Severn Trent not signing off the drainage system on Bannerbrook Park however, Severn Trent and the developers were working to resolve the issue.
- Traffic calming measures would be set out as part of the design process which had not yet taken place however, it was anticipated these would be placed between Astoria Drive and Monticello Way.
- Officers were working on a citywide 20mph policy, the first draft of which, they anticipated would be completed by the end of 2025.

Councillor Ridley suggested that a briefing between officers and the Westwood Ward Councillors would be helpful.

The Cabinet Member for City Services, Councillor P Hetheron, confirmed her support for a citywide 20mph speed limit, advising that it would give streets back to communities, how it would make residents feel safer, and she gave her assurance that she supported the introduction of a 20mph city-wide speed limit at the earliest opportunity.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Endorses the actions which had been agreed to be issued by determination letter to the petition organiser as detailed in paragraph 1.5 of the report.**
- 3) Notes as referenced in paragraph 2.2 of the report, that additional traffic calming measures are proposed for Astoria Drive and will be brought forward in the current financial year.**

14. **Petition e48/24-25 - School Streets Private Hire Vehicle Access**

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy, that responded to a petition requesting that Private Hire vehicles be allowed to pick up and drop off children from outside school during restricted hours. The petition was organised by Councillor S Jobbar, a St Michael's Ward Councillor, who attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 111 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to a meeting of Cabinet Member for City Services. The Petition Organiser subsequently requested that a report be submitted to a meeting.

The agreed determination letter advised that the School Streets initiative was intended to aid safe and active travel to school by reducing the number of vehicles on roads leading to schools at the start and end of the school day. As such, it would not be appropriate to provide a blanket exemption for Private Hire vehicles, as this would counter the aims of the scheme. Any vehicle, including Private Hire vehicles, which needed to access a private or commercial property within the school street zone, could continue to do so by applying for a visitor permit either in advance or retrospectively (within 48 hours of entering the zone). Private Hire vehicles taking a child to school with accessibility needs, including blue badge holders and those with access to a school transport plan, could apply for a permit to access the zone.

The cost of introducing School Streets initiatives was funded from either the Local Network Improvement Plan from the City Region Sustainable Transport Settlement (CRSTS), or as part of funding bids, typically to Active Travel Fund funding rounds.

Councillor S Jobbar spoke in support of the petition, questioning the process for reviewing and updating the School Streets Policy to ensure it remained current for the community and querying how the scheme would be monitored, and how the effectiveness of the scheme would be measured.

Officers responded to questions from Councillors S Jobbar, S Nazir and M Heaven, highlighting the following:

- The current 5 School Street schemes active across the city, were a pilot project. Restrictions were being monitored and followed up by surveys with residents.
- Pilots generally took 18-months, and a follow up report was due to be presented at the September 2025 meeting of Cabinet Member for City Services.
- Permits could be applied for via a link on the Council website.
- If a journey was planned in advance, a permit could be applied for 48 hours in advance; if not, a permit could be applied for retrospectively. A permit was required for each journey.

- Longer permits i.e. 6 monthly/yearly, were not currently available however, they would be looked at as part of the School Streets review.
- If a vehicle made multiple journeys per week to a School Streets school, an exemption could be applied for.

Members requested details on the number of requests the Council had received for permits for private hire vehicles, and officers undertook to provide this information.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns and exemptions already in place to facilitate access to aid journeys to school during restricted hours.**
- 2) Declines the request for a specific Private Hire automatic exemption to access school streets during restricted hours.**

15. Petition e27/24-25 - Broad Lane - Traffic Calming Measures

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy, that responded to a petition requesting the installation of traffic calming measures on Broad Lane.

The petition submitted contained 111 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to a meeting of the Cabinet Member for City Services. The Petition Organiser subsequently requested that a report be submitted to a meeting and attended the meeting and spoke on behalf of the petitioners.

An agreed determination letter was sent on 8 May 2025, to the Petition Organiser, explaining how locations were assessed, and schemes prioritised, and that Broad Lane had been added to the list for consideration and inclusion in the safety scheme programme. Locations on the list were prioritised each year according to their collision history. Broad Lane had not yet been prioritised for inclusion in the programme. However, it would continue to be monitored as part of the citywide annual review of personal injury collisions.

It was noted that several speed surveys had been conducted on Broad Lane to establish current trends. An update was also provided on planned resurfacing works scheduled to take place later this year which would enable the current road lining, much of which would benefit from renewal, to be reviewed and refreshed to aid and encourage further compliance with the existing 30pmh speed limit.

The Petition Organiser attended the meeting and spoke in support of the petition, querying the maximum recorded speed of a vehicle on Broad Lane, why the police criteria for average speed cameras were not met, and suggesting that stronger preventative measures were required.

Officers responded to the Petition Organisers concerns advising of the following:

- The site had been put forward as part of the last round of Active Speed Cameras (ASC) expansion however, the police had advised the crashes were not serious enough to warrant ASC, particularly those crashes traced back to speed.
- Officers would continue to monitor Broad Lane for collisions, speeds and traffic volumes, noting how trends changed as further developments came forward.
- Officers were proposing to review and update the road markings on Broad Lane as part of the maintenance scheme. Locations of speed activation signs would be reviewed and moved to locations where the fastest speeds were recorded.

The Cabinet Member for City Services, Councillor P Hetherton, advised how the area had changed over the years in terms of increased housing, traffic volumes and vehicle speeds, noting that the area had become an increasing problem and she requested that further traffic calming measures be installed.

Councillor G Ridley, as a Woodlands Ward Councillor, spoke in support of the petition suggesting further traffic calming measures were required.

The Petition Organiser requested details on the maximum recorded speed of a vehicle on Broad Lane, and officers undertook to provide this information.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns.**
- 2) Endorses the actions which had been agreed to be issued by determination letter to the petition organisers as detailed in paragraph 1.5 – 1.8 of the report.**
- 3) Notes the planned resurfacing works on Broad Lane which would facilitate the review and renewal of existing carriage lining.**

16. Objections to Proposed 20mph Speed Limit as advertised in the City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy concerning 5 objections (1 objection had been withdrawn) and 1 expression of support received, in response to a Traffic Regulation Order advertised on 20th March 2025 relating to the City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025, which proposed to introduce a 20mph speed limit on 41 streets within the Allesley Park area.

The cost of introducing the proposals, if approved, would be funded from the Highways Maintenance and Investment Capital Programme budget, through the Local Transport Plan.

All of the respondents were invited to the meeting and 2 objectors attended.

Councillor J Innes attended the meeting as a Whoberley Ward Councillor, and on behalf of Ward colleagues and the 4 affected schools. She spoke in support of the proposed 20mph speed limit on 41 streets within the Allesley Park area and advised of the overwhelming support from residents. Councillor Innes thanked the Cabinet Member for City Services and officers for their work on the proposed 20mph speed limit.

The objectors highlighted a number of issues including:

- Drivers not adhering to the current speed limit and poor driver ability
- How the speed limit would be enforced as the police had few resources
- Winsford Avenue was a dangerous road to cross due to the amount of parking on double yellow lines
- In terms of signage: where would the 20mph signage be situated around estate; how many signs would be required; and the signage outside the schools could cause driver confusion
- They felt that there was no increased risk in the Allesley Park area, so could not understand why the 20mph speed limit was being introduced

Officers responded in detail to all the issues raised at the meeting, making the following comments:

- Improved driver education and road safety education was lobbied for at all levels however, there was a lack of resource and time
- Speed monitoring would take place as part of this scheme in order to measure impact with school areas being a key focus
- Signs would be placed at the entrances to the Allesley Park and then repeated around the area at various locations. There would also be on-road markings as drivers entered the 20mph zone
- The decision to implement a 20mph speed limit in this area had followed many years of pressure from local residents, expressed through ward Councillors

RESOLVED that the Cabinet Member for City Services, having considered the objections, approves that the Coventry (Allesley Park Area) (20mph Speed Limit) Traffic Regulation Order 2025, as advertised on 20 March 2025, is introduced.

17. Review of the Current Statement of Licensing Policy (Taxi & Private Hire) to include changes on Emissions, Age of Vehicles and Best Practice Guidance

The Cabinet Member for City Services considered a report of the Director of Law and Governance regarding the review of the current Statement of Licensing (Taxi and Private Hire) to include changes on Emissions, Age of Vehicles and Best Practice Guidance. The main changes in the policy addressed emissions, age of vehicles and the London Conditions of Fitness. Most of the changes had been made with reference to the Department for Transport (DfT) Taxi and Private Hire Vehicle Licensing, Best Practice Guidance for Licensing Authorities in England.

The current Statement of Licensing Policy (Taxi & Private Hire) commenced on 14th September 2022. The Policy was reviewed every 5 years unless a review was required due to legislative changes or emerging issues. The purpose of the Policy was to set out the terms and conditions that would apply to new applicants and those already licensed for the Hackney Carriage and Private Hire trade.

Coventry City Council (The Council) had a duty under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976 to carry out its functions as the Licensing Authority.

A review of the Statement of Licensing Policy would require a wide consultation process. In addition to those it must consult by law, the Council had authority to include in the process any individuals or organisations it deems appropriate. The Responsible Authorities (statutory consultees – Chief Officer of Police, Safeguarding Children Board and the Planning Authority) would be consulted on the draft revised Policy. The public consultation exercise would begin on the 8 August 2025, for an 8-week period and finish on the 3 October 2025 and the following would be consulted:

- All Taxi & Private Hire licence holders
- Hackney Carriage trade
- Unite Trade Union representing the trade
- Private Hire Operators
- Formally writing to the Chief Officers of the responsible authorities, including the Chief Officer of Police
- Neighbouring local authorities
- Relevant internal departments
- Disabled groups (DEAP)
- Wider public consultation through the City Council Website.

The draft revised Statement of Licensing Policy (Taxis and Private Hire) for the period 2026 – 2031 was attached as an Appendix to the report.

RESOLVED that the Cabinet Member for City Services, having considered the changes to the Statement of Licensing Policy (Taxi & Private Hire), authorises the Director of Law and Governance to carry out the consultation as detailed in the report.

18. Designating Cycle Routes for Coventry South Transport Package - B4110 London Road, B4110 Humber Road and Terry Road

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy regarding designating cycle routes for Coventry South Transport package – B4110 London Road, B4110 Humber Road and Terry Road.

The Coventry South Transport Package was improving connectivity between the city centre and the area by Coventry Airport, where the West Midlands Green Power Park was located. These improvements would encourage more walking, wheeling and cycling, whilst also encouraging through traffic on to roads like the A45 and A444 rather than residential roads.

Improvements were being delivered in phases. Work was completed at the Abbey Road junction in 2024 and earlier this year, a section of segregated cycle track was constructed along London Road, between Abbey Road and ASDA roundabout.

The remaining sections of the package: London Road South (Tollbar End to its junction with Abbey Road), the roundabout junction between London Road, Humber Road and Allard Way (ASDA roundabout), and Humber Road and Terry Road (ASDA roundabout to Binley Road) included the construction of a new segregated cycle track and, where there were constraints, shared use facilities.

Councillors R Bailey and R Brown attended the meeting Cheylesmore Ward Councillors indicating that whilst residents were supportive of the scheme in principle, they had raised the following concerns:

- Despite the consultations, the Whitley Residents Association did not feel their voice was being heard, indicating that during the consultation process Whitley Residents Association's concerns and comments had not been included, nor were there any conclusions to the matters raised.
- The report implied the design changes had already been implemented with no resident consultation.
- The newsletter drop had not been successful as it had not reached all residents.
- The comments made at the drop-in session on 17th July 2025 did not appear to be included within the report, which made the drop-in session pointless.
- London Road was a very busy road already and would only become busier due to further developments in the area.
- It was impossible for residents to get on or off the Tunbridge and Abbey Road estates at certain times of day.
- Works to the ASDA roundabout could create further congestion.
- No plans had been seen to date regarding the pedestrian/cycleway for the London Road roundabout

Councillors Bailey and Brown referred to the Abbey Road junction changes and gave this as an example of good collaborative working between the Local Authority and residents. Residents had been involved throughout the process and officers had been very responsive to matters raised by residents. The resulting scheme was considered very successful. Councillor Bailey particularly thanked Council Officer, Lee Kavanagh, the Installation Manager in the Public Realm Team, for his positive reaction and engagement on the project.

Officers responded in detail to all the issues raised at the meeting, making the following comments:

- Lee Kavanagh had regularly been on site for this scheme and provided weekly reports
- A more detailed design stage was being undertaken. Mark O'Connell had offered site visits to Whitley Residents Association to walk certain areas of the scheme. These had yet to be agreed.

- The report stated the RSA2 had been reviewed however, this was an error in the report as this had not yet been done.
- Officers were currently working through the response to the RSA1.
- There was no detail of the scheme at this stage and explained why only lines had been drawn on maps attached as Appendices to the report.
- The report gave legal consent to build on that road in a period of time.
- Further consultations, site visits, walks with residents and other stakeholders, were needed.
- There would be further letter drops for further sections of the scheme
- The pedestrian crossing would assist users to cross the road in and out of the estate and further traffic signals would also assist
- An external organisation had been commissioned to undertake traffic modelling at the ASDA roundabout, which was taking a bit longer than expected.
- The RSA1 had been done however, the design response was still to be undertaken along with the necessary design changes.
- A full consultation report and summary response would be undertaken.
- Newsletter drops were undertaken in hard copy, via the Council's website, and also on social media. Going forward, a core letter drop in areas would be undertaken along with other methods of communication e.g. social media.
- Officers indicated that they were happy to meet with residents again to explain and provide clarity on what stage the scheme was currently at.

In light of the concerns from Whitley Residents Association, the Cabinet Member for City Services requested that additional recommendation be added to the report that assurance be given to residents that the Council would continue to listen to and work with them.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves the removal of footways and construction of new footways and cycle tracks on London Road, from Tollbar End to Abbey Road, around the ASDA Roundabout, and along Humber Road and Terry Road to join onto the Binley Cycleway, under Sections 65 and 66 of the Highways Act 1980 which for the purposes of identification, are shown in Appendices A, B and C to the report.**
- 2) Gives assurance to residents that the Council will continue to listen to and work with them.**

19. 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.

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 to the report set out petitions received and how officers proposed to respond to them.

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

20. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.50pm)



Public report Cabinet Member

Cabinet Member for City Services

24 September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Ward affected:

Sherbourne

Title:

Petition – Community and Residential Parking Provision, Spon End

Is this a key decision?

No

Executive Summary:

A petition (via paper and e-petition) with 201 signatures was received requesting 'sufficient parking promised to the community and residents as part of the Spon End road widening scheme'.

The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by 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 advised that the Council remains committed to the commitment that it made to provide parking to replace the previous provision on Spon End. A replacement temporary parking provision on old Godiva Carpets is to be provided. The new provision is larger and has targeted access arrangements involving restricted access spaces for residents and a short stay 'pick up' area to support local businesses. It is proposed that the car park will be temporary for up to three years, and an application will be required to the Council's Planning Authority for approval. The site has potential for future development but the commitment to provide parking would remain, even if the site is developed.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions detailed in the determination letter to the petition organisers.

List of Appendices included:

Appendix A – Text of the Determination Letter
Appendix B – Copy of Street news for car park proposals

Background Papers:

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition – Community and Residential Parking Provision, Spon End.

1. Context (or background)

1.1 A petition (via paper and e-petition) with 201 signatures was received requesting 'sufficient parking promised to the community and residents as part of the Spon End road widening scheme'. The petition is sponsored by Councillor J Gardiner.

1.2 The petition reads as follows:

"We the undersigned petition the Council to urgently provide sufficient parking promised to the community and residents as part of the Spon End Road widening scheme that was completed nearly two years ago. Previous on-street parking outside residential properties and shops on Spon End was taken away to allow for the widening of Spon End as part of the air quality works the Council undertook. These plans included provision of replacement car parking on the site of Godiva Carpets, Unit 5, Arches Industrial Estate, CV1 3JQ which has not materialised. It's lack is now causing extreme pressure in the area and a major nuisance to the functioning of the community including shops, businesses and Bethel Church".

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

1.4 The recently completed demolition of Godiva Carpets has created the space required for the parking provision committed to as part of the Spon End Air Quality scheme. That scheme displaced approximately 10 spaces on the carriageway. Those spaces were time restricted during the day, to encourage short term usage associated with the businesses in that area, and unrestricted after business hours.

1.5 A commitment was made to provide a replacement parking facility (envisaged to be on the Godiva Carpets site) during the engagement process with business owners and residents. In the interim, spaces for residents were facilitated in the Coventry Rugby Club Car Park nearby until the site became available.

1.6 Since completion of the Spon End Air Quality project, takeaway and delivery activities associated with the food outlets in that area increased, therefore, the proposed car park now also includes a pick-up and drop off facility.

1.7 The car park will be split with a fence and gate to provide a private 10 space car park for the affected residents. Access will be via a locked gate that only residents will have access. Outside the gates the facility will include five freely accessible, short term drop off and pick up spaces.

1.8 Appropriate signage will indicate the expected usage for the two areas.

1.9 The pick-up and drop off area is small and short term – should there be a delivery or collection drivers need such a facility the usual dispensation to park on restricted parking areas on the carriageway remains immediately outside the businesses.

2. Options considered and recommended proposal

- 2.1 It is recommended that the proposed 15 space car park is constructed in accordance with the commitment made together with the addition of a short term 'pick up and drop off' facility.

3. Results of consultation undertaken

- 3.1 No formal consultation has been undertaken as part of the car park proposals. Engagement in the form of a Street news has been delivered to residents and businesses, see Appendix B, and consultation was undertaken on the Spon End Air Quality scheme
- 3.2 A planning application has been submitted for the car park proposals.

4. Timetable for implementing this decision

- 4.1 The necessary planning application has been submitted, subject to approval construction will commence in October 2025.

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

5.1 Financial implications

Coupled with some items of work associated with the demolition works the cost of the car park proposal is anticipated to be £70k. The car park proposals will be fully funded from the remaining Air Quality grant. In the unlikely event of costs exceeding the grant available, additional funding will be provided by the Transportation and Highways Service area budget.

5.2 Legal implications

There are no legal implications.

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 agreed actions will contribute to the priorities of the One Coventry Plan completing a previously made commitment and reducing antisocial and or dangerous parking.

6.2 How is risk being managed?

There are no significant risks associated with the proposal.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

None

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

The agreed actions will contribute to an improvement in road safety because the car park is completely off road with direct access to the carriageway for straightforward access and egress.

6.6 Implications for partner organisations?

None.

Report author

Name and job title:

John Seddon
Strategic Lead – Transport and Innovation

Directorate:

Regeneration and Economy

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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
Faye Griffiths	Engagement Lead		26/08/2025	27/08/2025
Sunny Heer	Lead Accountant	Finance	26/08/2025	28/08/2025
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	09/09/2025	09/09/2025
Names of approvers: (officers and members)				
Tina Pinks	Finance Manager	Finance	05/09/2025	12/09/2025
Rob Parkes	Team Leader, Legal Services	Law and Governance	26/08/2025	27/08/2025
Councillor P Hetherton	Cabinet Member for City Services	-	15/09/2025	16/09/2025
Andy Williams	Director of Regeneration and Economy		09/09/2025	15/09/2025
Julie Fairbrother	Communications Lead		05/09/2025	05/09/2025

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Appendix A – Text of Determination Letter

I am writing with regard to the above petition(s) and your request for the Council to consider the proposed changes explained in the above subject matter.

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

The Council can confirm that it remains committed to the commitment that it made to provide parking to replace the previous provision on Spon End. That provision included time restricted spaces for day-time use and no restrictions in the evenings.

A temporary parking provision on the now cleared Council owned site nearby will provide a similar provision (albeit in a different format due to restrictions in relation to enforcement) until a permanent use for the site is established.

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 B – Copy of the Street News for Car Park Proposals

July 2025

Dear occupier

The demolition of the former Godiva Carpets site is now complete, and we will soon be submitting a planning application to provide parking to replace the parking previously available. We are also aware of more recent issues caused by 'pick up and drop off' drivers.

We plan to allocate a proportion of the site for parking, and this will be split into two areas - shown on the plan on the back of this letter:

- a gated and locked (using a padlock with a code) area for ten vehicles. This will only be accessible to residents and businesses currently allocated a space at the Rugby Club
- a section immediately inside the existing gate which will be for 'drop off and pick up' drivers

Notices will be displayed to indicate who can park or pick up. We will monitor usage and if need be we will lock the main gates to discourage people from parking in the drop off / pick up zone for longer periods of time.

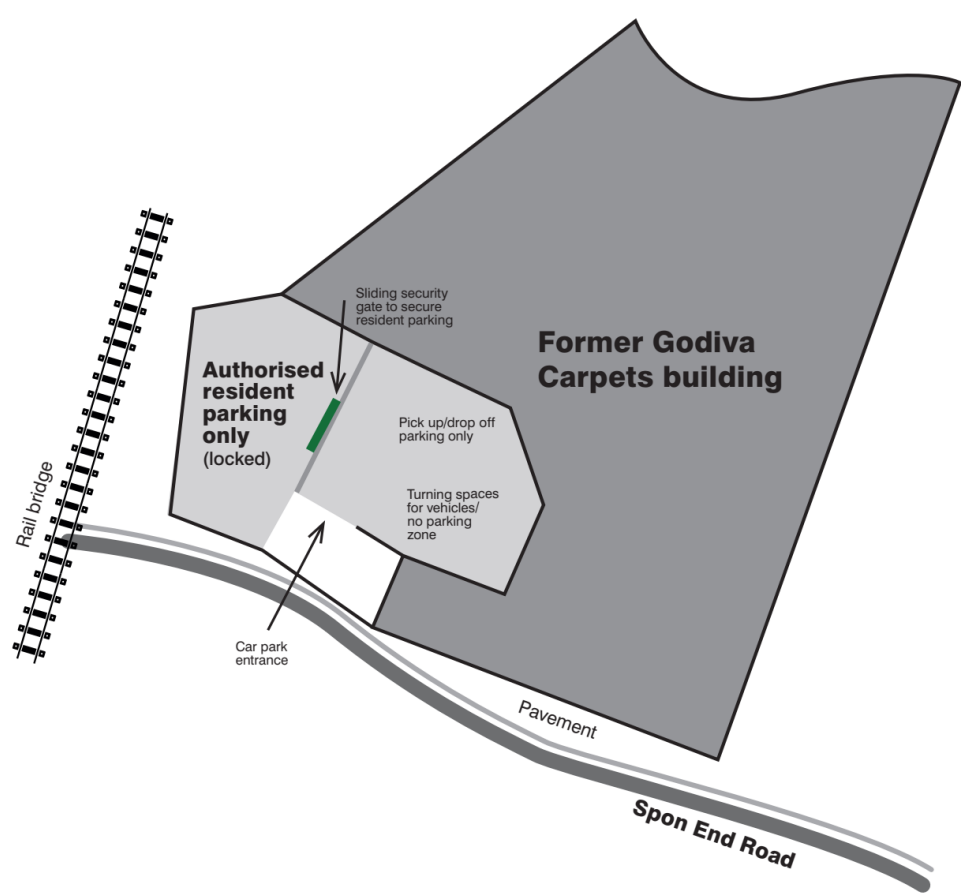
Residents will have access to the car park at all times.

If planning permission is granted, we will quickly start work to provide the parking.

If you have any questions, please contact John Paterson:

email – transportprojects@coventry.gov.uk tel – 024 7697 1967

Plan to show parking locations



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Public report Cabinet Member

Cabinet Member for City Services

24 September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Wards affected:

St Michael's, Earlsdon, Cheylesmore

Title: City Centre Cycle Route – Cycleway Designation Report

Is this a key decision?

No

Executive Summary:

Cabinet Member, City Services approved the delivery of a Red Route and Cycleway in the city centre on 28 February 2024, which included designation of sections of Cycleway in the City Centre as part of both those schemes.

At the time of making this decision, the full design of the City Centre Cycleway was not fully known due to the ongoing Coventry Very Light Rail project being developed at the same time. As such, only part of the City Centre Cycleway was included in that decision of 28 February 2024, namely the section north of the Coventry Very Light Rail live on-road trial area. The extents of the City Centre Cycleway covered by that previous decision are Queen Victoria Road, Corporation Street, Upper Well Street and Hales Street.

Following successful delivery and operation of the Coventry Very Light Rail trial earlier this year, design work on the remaining section of the City Centre Cycleway was progressed in parallel with work to reinstate the road environment where the on-road trial took place.

This report now presents the remaining area of footways where cycleway designation is likely to be required to deliver a joined-up, continuous cycle route between Pool Meadow Bus Station and Coventry Railway Station. The scope of this report also extends south to the junction of Warwick Road and Spencer Road, following the Council's receipt of Section 106 funds to deliver cycle infrastructure improvements tied to the VITA Students development on Warwick Road. Consultation and feedback were already considered in the report of 28 February 2024 or as part of the planning process for the student housing.

Recommendations:

It is recommended that the Cabinet Member for City Services:

- 1) Approve the removal of footways and construction of new footways and cycle tracks on Queen Victoria Road, Greyfriars Road, Warwick Row, Warwick Road, Manor House Drive, Ringway St Patricks, Eaton Road, Friargate Boulevard, Westminster Road, Central Six Retail Park Access Road, Michaelmas Road and Spencer Road, under Sections 65 and 66 of the Highways Act 1980 which for the purposes of identification are shown in Appendix B attached to the report.
- 2) Approve the designation of cycle track along Freemans Way, Greyfriars Green and the footpath between Manor House Drive and Warwick Road under Section 3 of the Cycle Tracks Act 1984 which for the purposes of identification are shown in Appendix B attached to the report.
- 3) Approve the addition of £1,502,310 to the five-year capital programme following confirmation of the ATF4 change request and confirmation of the Active Travel Integrated Settlement.
- 4) Approve the reallocation of £2,197,690 of funding previously outlined in the Highways Capital Programme as approved by Cabinet on 18 March 2025.

List of Appendices included:

Appendix A – Previous extents of Cycleway Designation (28 February 2024 report)

Appendix B – Proposed new extents of Cycleway Designation (this report)

Other useful 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: City Centre Cycle Route – Cycleway Designation Report

1. Context (or background)

- 1.1. As part of the development of Coventry Very Light Rail, best practice was considered to segregate cyclists from tram tracks, and the City Centre Cycleway route between Pool Meadow and Coventry Railway station was proposed along the same corridor as the anticipated first route of Coventry Very Light Rail at the time.
- 1.2. The City Centre Cycleway not only will ensure safer conditions for cycling when Coventry Very Light Rail enters full service but also joins up many existing cycle routes that come into – but do not currently cross the City Centre. The City Centre Cycleway will therefore play a key role in supporting more people choosing to make short journeys into and across the city centre by cycle, reducing congestion and improving physical and mental wellbeing.
- 1.3. The section of City Centre Cycleway between Queen Victoria Road and Pool Meadow was already included in the Cabinet Member decision of 28 February 2024, but due to the ongoing works to design and ultimately deliver the successful on-road trial of Coventry Very Light Rail on Queen Victoria Road and Greyfriars Road, it wasn't possible at that time to include the scope of the City Centre Cycleway south of Queen Victoria Road.
- 1.4. It is now known that the City Centre Cycleway will continue along Greyfriars Road and part of Warwick Road to reach Coventry Railway Station, and as such parts of these roads will need to have sections of footway designated as cycleway.
- 1.5. Around the same time, the development of VITA Student accommodation on Warwick Road released Section 106 (S106) funding to deliver cycling improvements along Warwick Road.
- 1.6. The extents of cycleway designation requiring approval are shown at Appendix B. Appendix A shows for completeness the sections that were already designated in the report of 28 February 2024.

2. Options considered and recommended proposal

- 2.1. The recommended option places the proposed cycleway on the south-western side of Greyfriars Road (the same side as Sheriffs Orchard). This ties in with the existing approved section of City Centre cycleway, which runs along the western side of Queen Victoria Road (the same side as Croft Road). This connects with the existing shared use cycleway along Warwick Row and Freemans Way (the existing foot and cycle path across Greyfriars Green). This would be the primary route to access the railway station, via Friargate Boulevard, which is also included in this designation recommendation.
- 2.2. To provide connectivity to and from the Bull Yard area and other parts of the city centre, it is also recommended to designate cycleway on the eastern side of Warwick Road between Greyfriars Road and Friargate Boulevard; and extend the existing cycleway designation along Warwick Row. This better reflects how this area operates and the road layout changes that have been implemented in recent years.

- 2.3. Between Ringway St Patrick's and Michaelmas Road, the sections of footway-cycleway being designated along Warwick Road are those that tie into existing TOUCAN crossings (which can be used by both cyclists and pedestrians).
- 2.4. South of Michaelmas Road, it is recommended to designate the western side of Warwick Road, where the S106 funding will be used to widen the footway to create a shared use footway cycleway. The S106 funding will be used to convert the existing pedestrian crossing on Warwick Road at Michaelmas Road to a TOUCAN crossing (which can be used by both cyclists and pedestrians). This will not result in any changes to traffic signal phasing or timings.

3 Results of consultation undertaken

- 3.1.1 Consultation on the City Centre Cycleway is reported in the Decision report of 28 February 2024.
- 3.1.2 The allocation of S106 funds associated with the VITA Students development is through the statutory planning process, and consultation took place as part of consideration of that application. Planning documents and the decision notice for the VITA Students development can be found on the council's planning portal under application reference FUL/2020/0217.

4 Timetable for implementing this decision

- 4.1 If approval is given for the designation, the approved schemes will be constructed in the 2025/2026 and 2026/2027 financial years.

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

5.1 Financial implications

- 5.1.1 The funding required for all sections of the City Centre Cycleway is £3,808,500 in total as shown in Table 1 below.
- 5.1.2 £108,500 is secured through S106 contributions. The remaining £3,700,000 is subject to an Active Travel England change request and funding submission to West Midlands Combined Authority.
- 5.1.3 £2,197,690 of the scheme will be funded through the Active Travel 4 (ATF4) capital grant allocation as approved by Cabinet on 18 March 2025.

Grant	Status	Value
S106	Secure	£108,500
Active Travel Fund 4	Subject to change request	£2,197,690
Active Travel Integrated Settlement	To be secured	£1,502,310
Total		£3,808,500

- 5.1.4 The funding can only be spent on the cycleway and not revenue type activities such as highway maintenance.
- 5.1.5 The scheme is being delivered in sections by the Council's Direct Labour Organisation (DLO) and its sub-contractors and spend profiles have been and will be monitored throughout. In the unlikely event of a shortfall, options to value engineer will be sought to ensure full scheme delivery within the £3,808,500 budget.
- 5.1.6 There are no additional revenue implications of the scheme. Cycleways are significantly cheaper to maintain than carriageways over their lifetime because wear and tear is directly related to vehicle weight. The scheme will also resurface parts of the existing footway and carriageway and upgrade traffic signals. This effectively resets the maintenance cycle back to its lowest cost point.
- 5.1.7 In the highly unlikely scenario that the funding bid and change request aren't approved, the scheme will not progress. There are therefore no additional financial implications for the Council arising from the recommendations of this report.

5.2 Legal implications

- 5.2.1 Pursuant to Section 66 of the Highways Act 1980 the Council has powers to remove the footway and under Section 65 of the said Act to construct a cycle track, although this may involve little actual physical work.
- 5.2.2 Under Section 66 of the Highways Act 1980 the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. Here where we propose a shared space, the area is wide enough for cyclists and pedestrians to safely share.
- 5.2.3 The Council has powers pursuant to Section 23 Road Traffic Regulation Act 1984 to install, vary or remove pedestrian crossings in the highway and will adopt the legal procedure for the installation and upgrade of the crossing(s) referred to in this report.
- 5.2.4 Pursuant to Section 3 of the Cycle Tracks 1984 the Council has powers to convert a footpath (as opposed to footway) into a cycle track over which pedestrians still have a right of way on foot.
- 5.2.5 Under the Council's Constitution, these powers are delegated to the Cabinet Member for City Services.

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>

- 6.1.1 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 cycle, thereby reducing vehicle emissions, improving the environment, and tackling

climate change, and supporting the delivery of the Local Air Quality Action Plan for Coventry.

6.1.2 Furthermore, this proposal will also help deliver against several of the city's "Marmot City" goals, as active travel is a significant ill health preventative measure.

6.1.3 Finally, 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?

6.2.1 Risk is being managed through the project governance in place for the wider CVLR programme.

6.3 What is the impact on the organisation?

6.3.1 None

6.4 Equalities / EIA (Equalities Impact Assessment)?

6.4.1 A full EIA has been produced and was reported in the Decision Report of 28 February 2024.

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

6.5.1 The works will have a positive impact on the environment by improving the cycle network, making cycling a more attractive travel option for local journeys, and encouraging modal shift from car to cycling for some journeys.

6.6 Implications for partner organisations?

6.6.1 Better conditions for cycling, leading to potential increased use of TfWM cycle hire scheme.

6.6.2 Greater uptake of cycling and active travel in general leading to healthier lives and less long-term reliance on National Health Service interventions in later years.

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

John Seddon – Strategic Lead, Policy and Innovation

Directorate:

Regeneration and Economy

Tel and email contact:

Tel: 024 7697 7282

Email: john.seddon@coventry.gov.uk

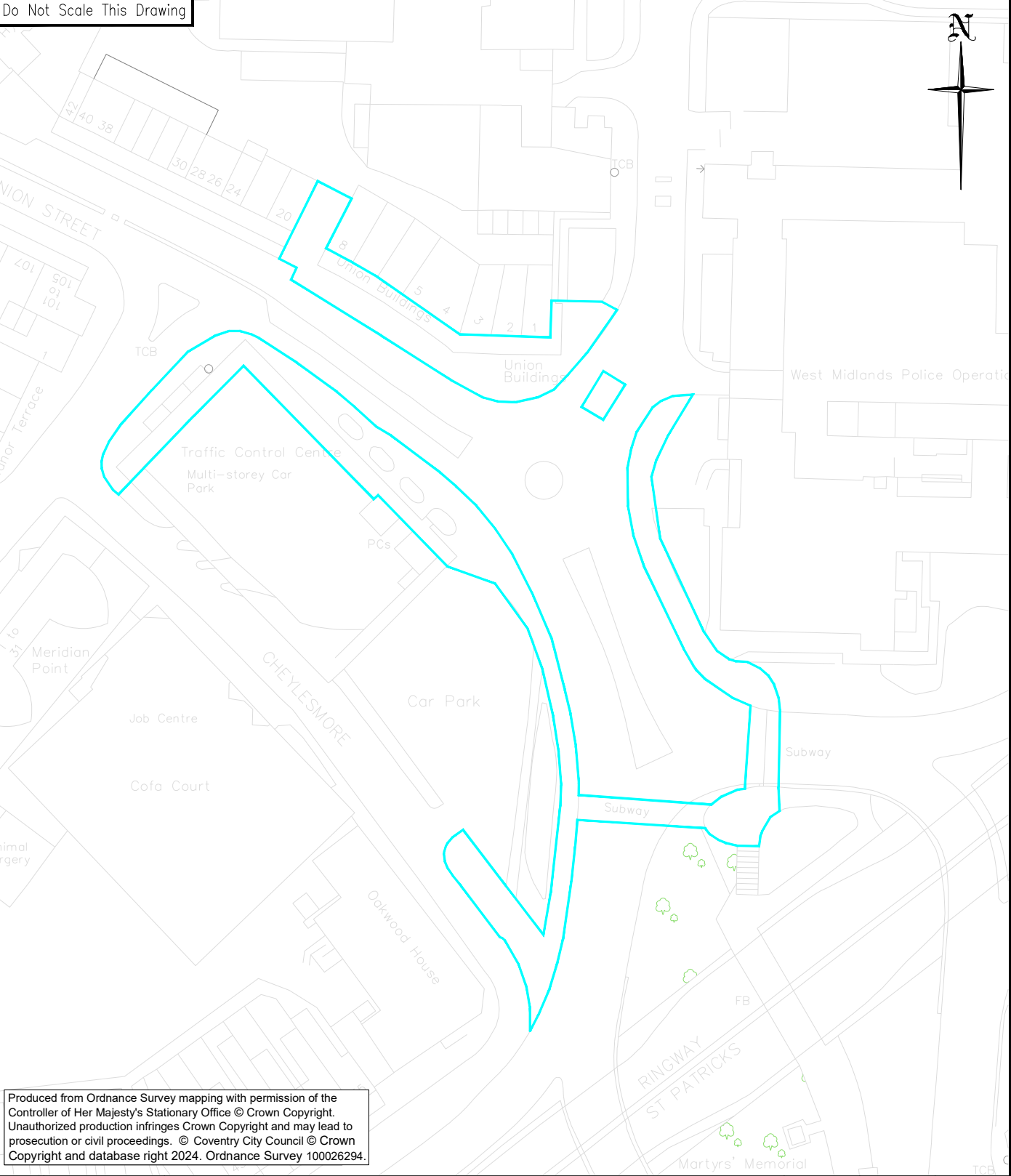
Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
Michelle Salmon / Caroline Taylor	Governance Services Officer	Law and Governance	02.09.25	02.09.25
Sunny Heer	Lead Accountant	Finance and Resources	22.08.25	26.08.25
Names of approvers for submission: (officers and members)				
Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	12.09.25	15.09.25
Rob Parkes	Team Leader, Legal Services	Law and Governance	22.08.25	25.08.25
Councillor P Hetherton	Cabinet Member for City Services	-	28.08.25	01.09.25
Julie Fairbrother	Communications Manager		02.09.25	04.09.25
Tina Pinks	Finance Manager	Finance and Resources	08.09.25	12.09.25

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Project Title:
City Centre TM Plan

Drawing Title:
Cycleway Designations
Phase 2A – Junction 5



PLACE DIRECTORATE, TRANSPORT AND INFRASTRUCTURE,
FLOOR 10, ONE FRIARGATE,
STATION SQUARE, COVENTRY CV1 2GN
EMAIL: InfrastructureDelivery@coventry.gov.uk

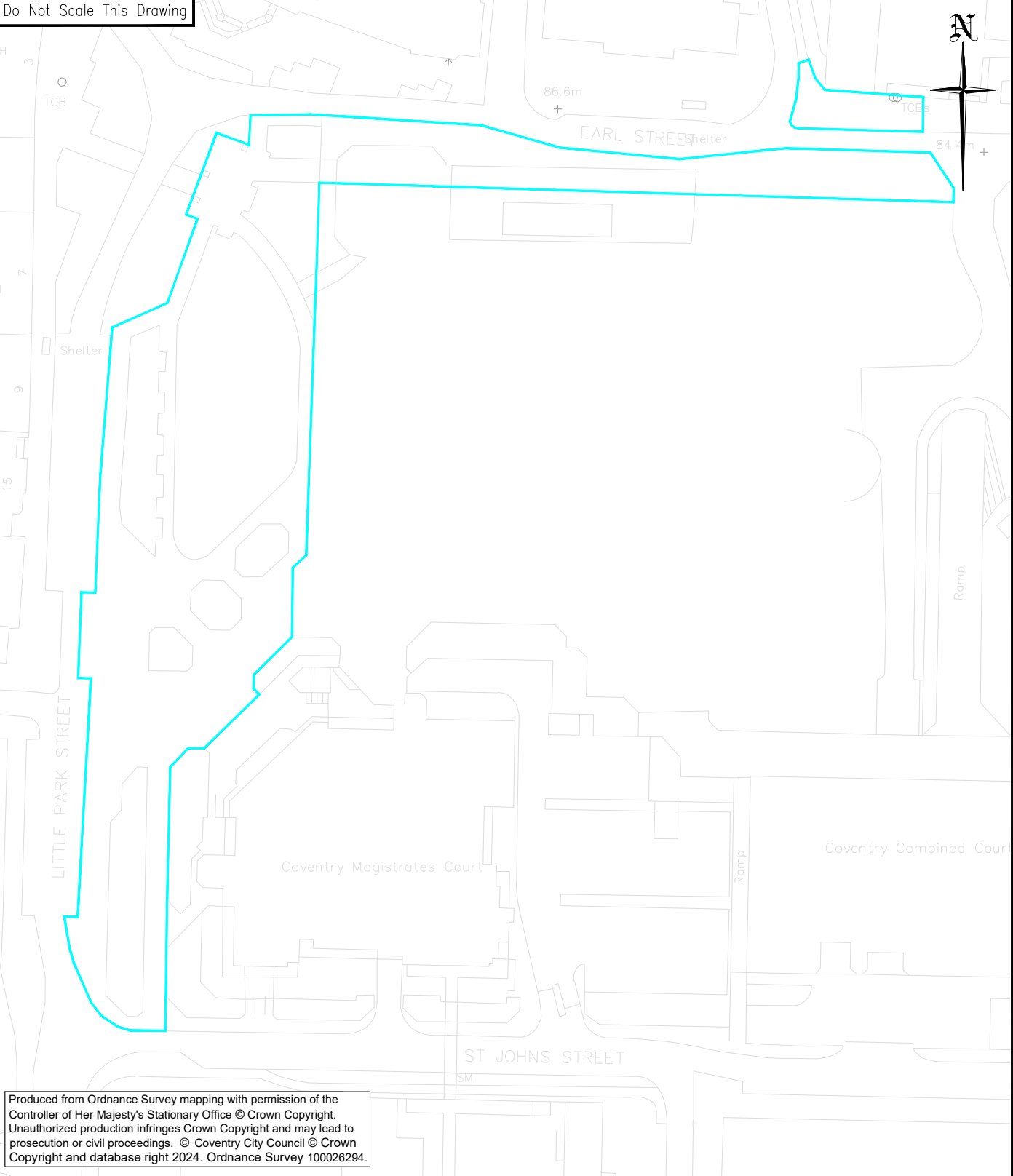
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Project Title:
City Centre TM Plan

Drawing Title:
Cycleway Designations
Page 322A – Council Hse




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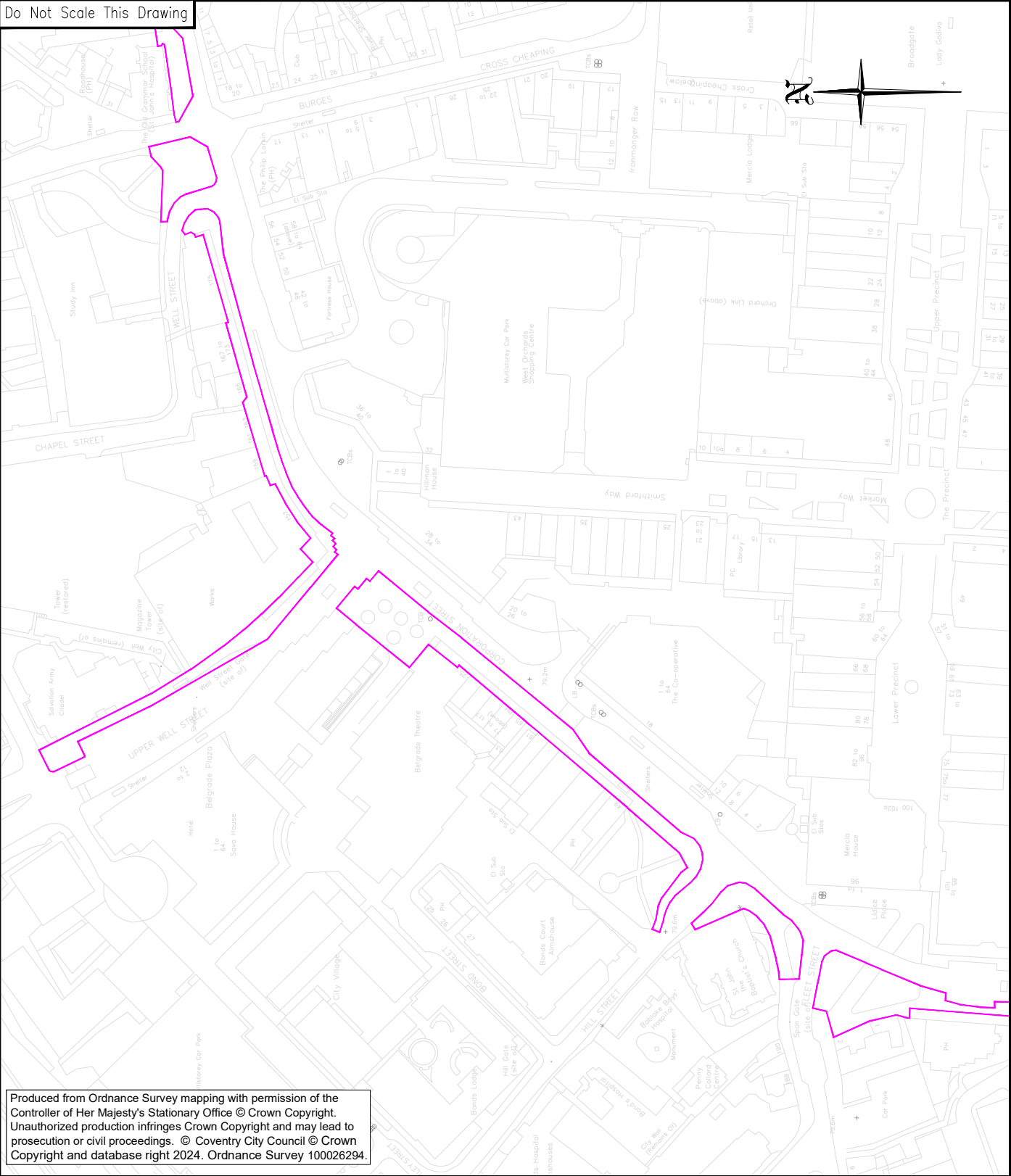


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Drawing Number:			CCTMP-MC-0143-003		Page 33 Rev —



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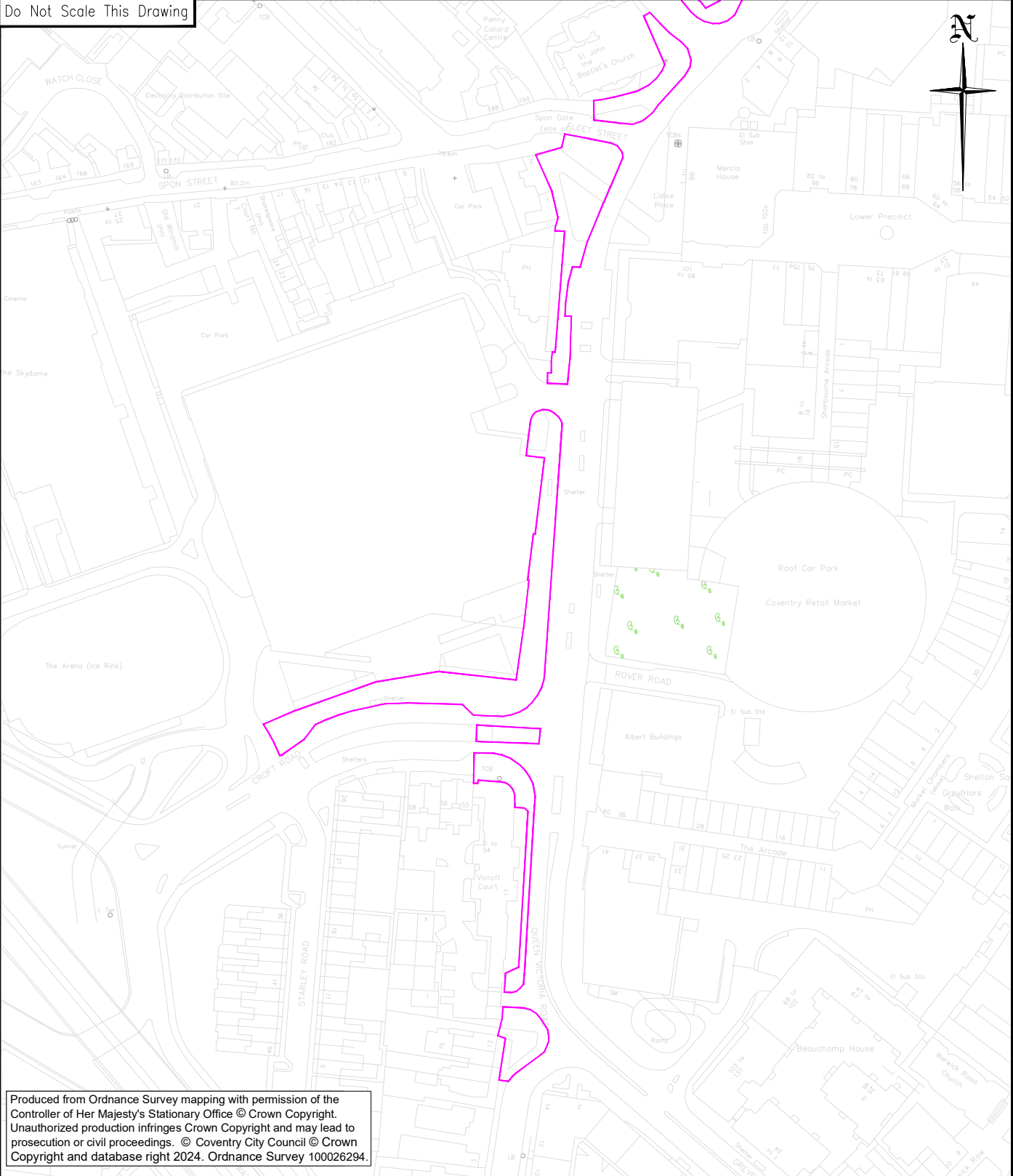


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Project Title: City Centre TM Plan			<div><div>PLACE DIRECTORATE, TRANSPORT AND INFRASTRUCTURE, FLOOR 10, ONE FRIARGATE, STATION SQUARE, COVENTRY CV1 2GN EMAIL: InfrastructureDelivery@coventry.gov.uk</div></div>		
Drawing Title: Cycleway Designations Phase 2B – Corporation Page 34			Scale at A4: 1:2000	Status: FOR APPROVAL	
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Project Title:
City Centre TM Plan



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FLOOR 10, ONE FRIARGATE,
STATION SQUARE, COVENTRY CV1 2GN
EMAIL: InfrastructureDelivery@coventry.gov.uk

Drawing Title:
**Cycleway Designations
Phase 2A – Queen
Victoria Road**

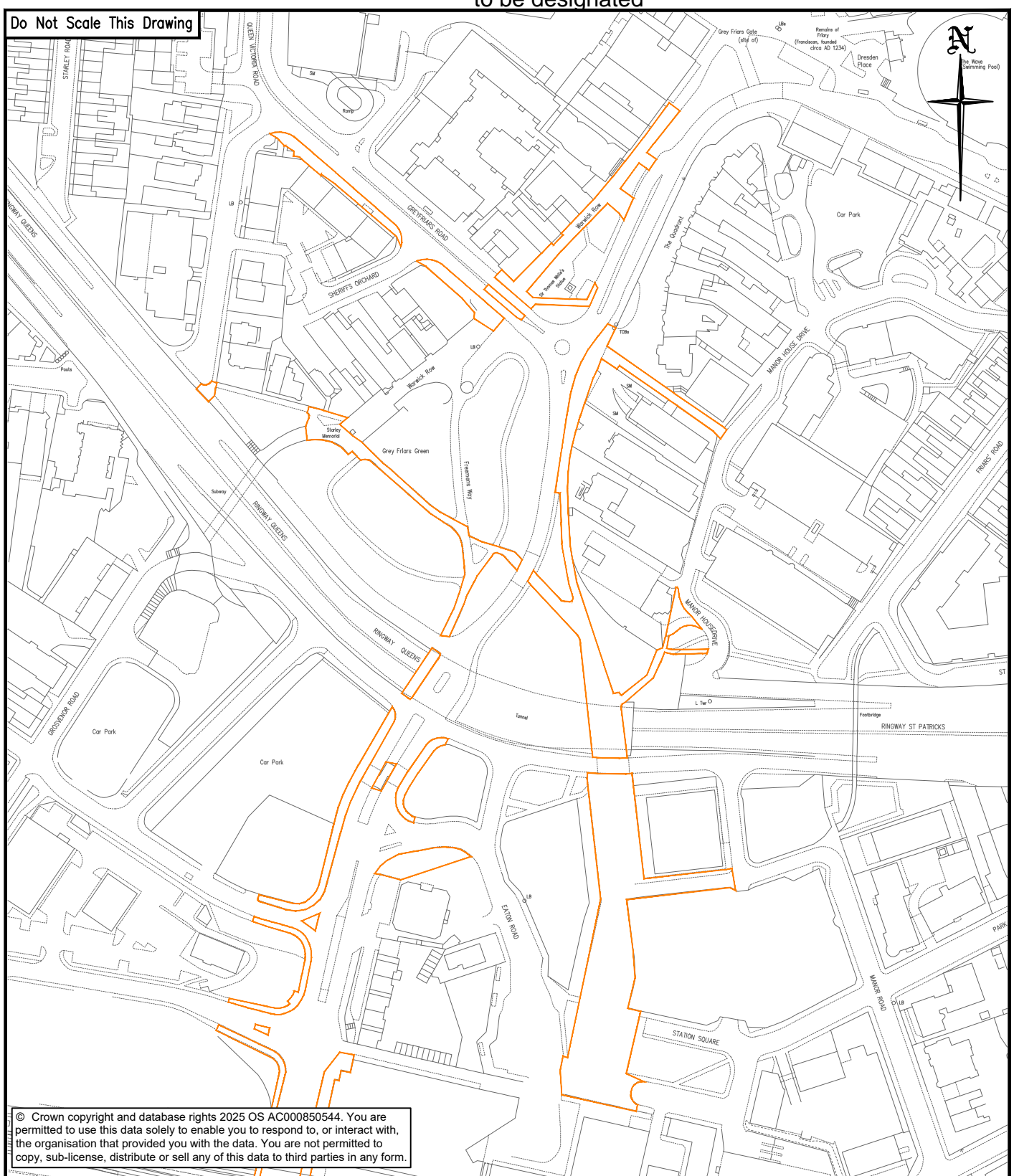
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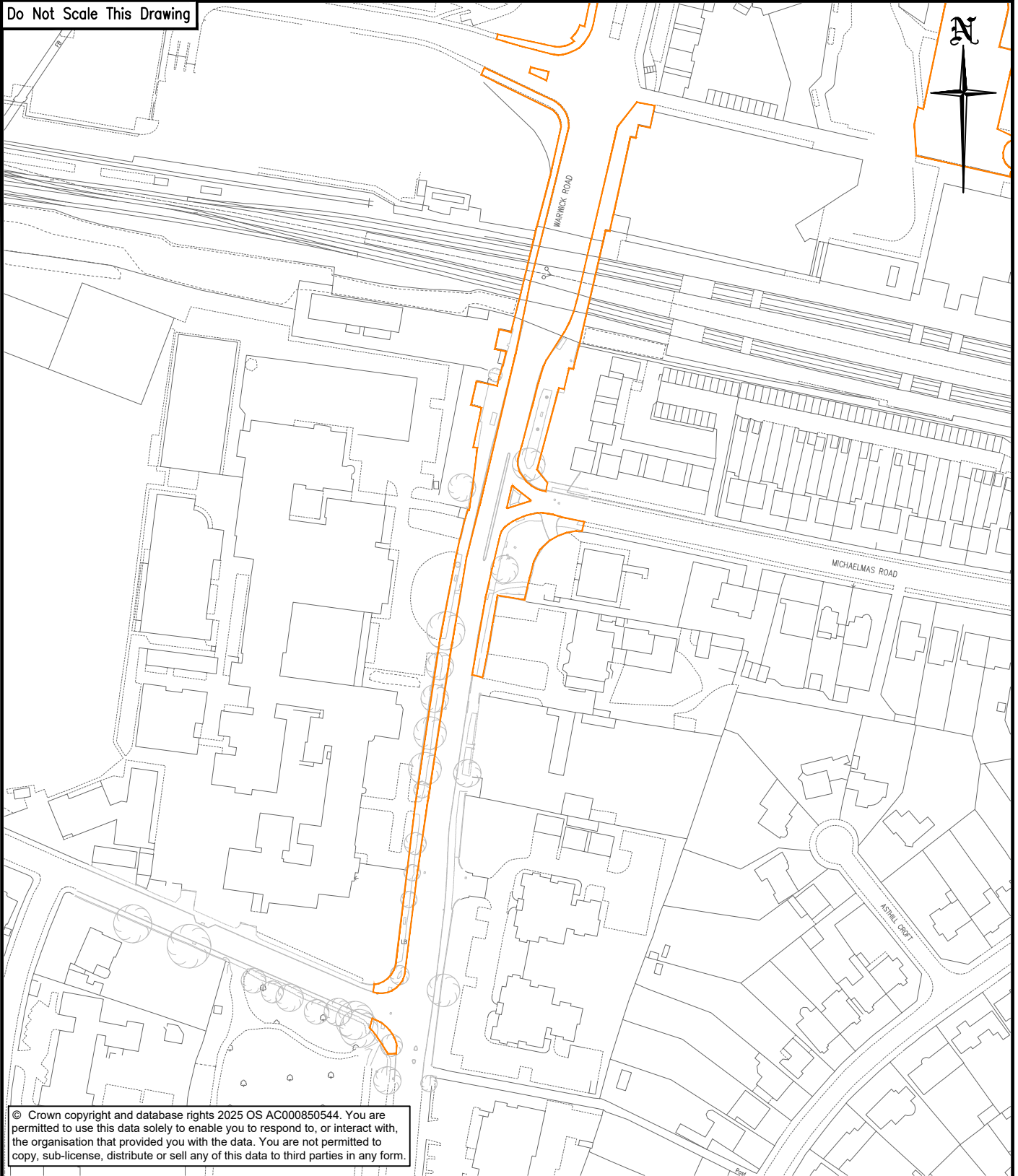
Appendix B – Additional sections of City Centre Cycleway to be designated



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Project Title: CITY CENTRE TM PLAN			CITY SERVICES, TRANSPORT AND INNOVATION, ENGINEERING DESIGN TEAM, FLOOR 8, ONE FRIARGATE, COVENTRY, CV1 2GN		
Drawing Title: CITY CENTRE CYCLEWAY (SOUTH)			Scale at A4: 1:2500	Status: INFORMATION	
			Drawn: EH 15/08/25	Checked: AB 15/08/25	Approved: AS 15/08/25
Drawing Number: WRMR/0006/01				Page 37	rev

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Page 38		Drawn: EH 15/08/25	Checked: AB 15/08/25	Approved: AS 15/08/25	
		Drawing Number: WRMR/0006/02			Rev —





Public report Cabinet Member

Cabinet Member for City Services

24th September 2025

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Director of Regeneration and Economy

Wards affected:

Westwood, Foleshill, St Michael's, Lower Stoke, Henley

Title: School Streets Programme – Evaluation and Next Steps

Is this a key decision?

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

Executive summary:

In response to longstanding concerns from residents regarding school-related parking and congestion, Coventry City Council has implemented School Street restrictions at five locations across the city. The first scheme was introduced in February 2023 at Templars Primary School. Phase 2 followed in September 2024, extending the initiative to roads near Southfields Primary School, Ravensdale Primary School, Stanton Bridge Primary School, and Cardinal Wiseman Secondary School.

School Streets create temporary Pedestrian and Cycle Zones during peak school travel times—typically 30 minutes to 1 hour at the start and end of the school day. During these periods, motor vehicles are prohibited from entering the zone unless they hold a valid permit or exemption. The initiative aims to reduce congestion, improve safety for children walking, wheeling or cycling to school, and lower air pollution levels.

These restrictions address persistent traffic issues that, like many schools across the city, have affected the five locations for several years, despite previous mitigation efforts. All schemes were introduced under Experimental Traffic Regulation Orders (ETROs), allowing an 18-month trial period before a decision is made on their permanence.

Following a successful trial, the Templars Primary School School Street was made permanent in June 2024. The four Phase 2 schemes have now completed one full academic year, and a decision is required on whether to retain or revoke these restrictions.

To support compliance, ANPR camera enforcement was introduced at all five sites in October 2024, following an initial six-week monitoring period. This enforcement remains in place and has contributed to improved adherence to the restrictions.

Monitoring and community engagement has been used to assist in evaluating Phase 2 schemes. Feedback from schools has been overwhelmingly positive, citing noticeable improvements in the street environment and a safer, more welcoming space for active travel. Site observations corroborate these findings, showing reduced traffic volumes and congestion.

While resident feedback has generally supported the initiative, concerns were reported regarding enforcement and parking, particular on Potters Green Road. The Council continues to work collaboratively with residents, parents, and stakeholders to address emerging issues and provide tailored solutions where feasible.

Based on site assessments and having considered stakeholder feedback, this report recommends making the four Phase 2 School Street schemes permanent.

Additionally, the Council has secured external grant funding to launch Phase 3 of the School Streets programme in 2026. This next phase will be supported through Active Travel Fund 5 and the Local Network Improvement Programme. Three new sites have been identified: Holbrook Primary School (Gateside Road and Crown Green), Limbrick Wood Primary School (Bush Close), and Aldermoor Farm Primary School (Pinley Fields).

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Approve making the following experimental orders permanent:
 - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024
- 2) Subject to recommendation 1) above, approve the continued use of Automatic Number Plate Recognition (ANPR) cameras at all five School Streets to enable camera-based compliance monitoring of the School Streets restrictions.
- 3) In recognition of the findings from phases 1 and 2 of the School Streets programme, approve the deployment of ANPR cameras to enable camera-based compliance monitoring of the three School Streets restrictions proposed to come forward as part of the phase 3 of Coventry's School Street programme as detailed in paragraph 2.36 and shown in **Appendix E** to the report.

- 4) Note the intention that as part of phase 3 of the School Streets programme, that the existing afternoon operational time at the Cardinal Wiseman School Street will be reduced by 15 minutes from a start time of 2:45pm to 3pm, in line with feedback from the local community and that existing parking restrictions at Cardinal Wiseman and Stanton Bridge Schools would be refreshed and reviewed, again in line with community feedback.
- 5) Agree to receive a further report in Spring 2027 providing an update on the first 12 months operation of phase 3 of the school streets programme in which a further review and analysis of the impact of phase 2 and the matters raised in this report will be considered and reviewed.

List of Appendices included:

The following appendices are attached to the report:

Appendix A – Location plan and restriction times for the four School Streets comprising phase 2 of the School Streets Programme

Appendix B – Survey Data Sample

Appendix C – Resident Consultation Summary

Appendix D – School Street Prioritised Programme

Appendix E – Location plans for the third phase of Coventry's school streets programme

Background papers:

- School Streets Update – Communities and Neighbourhood Scrutiny Board (4) Board Report of 8th February 2024.
- Knights Templar School Street Cabinet Report of 17th June 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?

No, however 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: School Streets Programme – Evaluation and Next Steps

1. Context (or background)

- 1.1. This report reviews the first year of operation of the four Phase 2 School Street schemes introduced in September 2024. These schemes cover roads adjacent to Southfields Primary School, Ravensdale Primary School, Stanton Bridge Primary School, and Cardinal Wiseman Secondary School.
- 1.2. The evaluation draws on feedback from schools and residents, supported by on-street observations and data collected through monitoring equipment. This has been used to assess the schemes and inform the decision on whether they should be made permanent.
- 1.3. The report also reflects on lessons learned from Phase 1 scheme at Knights Templar Way, which has helped shape and improve the implementation of Phase 2. It further outlines proposals for Phase 3 of the School Streets programme, with the overarching aim of streamlining the installation process, minimising disruption to road users, and creating safer, more pleasant environments outside schools. The initiative continues to support a shift towards active travel modes at the start and end of the school day.

2. Options considered and recommended proposal

- 2.1. The School Streets initiative is designed to address persistent traffic-related issues experienced by many schools during peak drop-off and pick-up times. These issues often lead to frustration among residents and parents, elevated vehicle emissions, and heightened road safety concerns. Traditional interventions, such as school keep clear markings and single or double yellow line restrictions, have had limited long-term effectiveness. In some locations, declining driver compliance has placed an unsustainable demand on civil enforcement resources.
- 2.2. School Streets offer a proactive solution to the longstanding problems associated with school gate traffic. By restricting motor vehicle access on designated roads during specific times at the start and end of the school day, the initiative aims to create safer, calmer environments that encourage walking, wheeling and cycling. These schemes have been introduced under an Experimental Traffic Regulation Order (ETRO), allowing for an 18-month trial period during which time they can be monitored, before a decision is made on permanence. The primary objective is to improve safety and enhance the overall school environment by reducing traffic on roads fronting schools.
- 2.3. Restriction times were agreed in collaboration with each school, tailored to their specific start and finish schedules, and designed to minimise disruption to residents. To support this, a permit system was introduced at each location, allowing residents to access their properties during restricted periods. Additional permits are available for visitors, and exemptions are in place for essential services such as emergency vehicles, waste and recycling collections, and other service providers. While Hackney Carriage taxis are permitted access, private hire vehicles are not currently exempt. This policy was recently reviewed following a petition from the private hire trade. After careful consideration, it was concluded that existing mechanisms allow for case-by-case exemptions where necessary, and that a blanket exemption would compromise the

integrity of the scheme. We continue to work with and support private hire operators to simplify this mechanism and aid them helping children travel safely to school. Full details on permit eligibility are available on the Council's website: <https://www.coventry.gov.uk/roads-highways-pavements/school-streets/5>.

- 2.4. The introduction of a School Streets restriction is intended to aid and encourage accessible and active forms of travel. It seeks to address the impacts of obstructive parking and inappropriate volumes of motorised traffic around the school gate at the start and end of the school day. This 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.
- 2.5. Prior to launching each of the four School Streets, resident engagement was undertaken which included Streetnews leaflets delivered to communities affected by the schemes and resident "drop-in" sessions in June and July 2024. In addition, School Street scheme engagement was undertaken in conjunction with each School to raise awareness of the initiative.
- 2.6. Subsequently, the following experimental orders were introduced on 4 September 2024. The times of the restrictions vary as these were agreed separately with each individual school as highlighted in Table 1 below whilst **Appendix A** to the report contains a plan of the restriction extents.

Table 1: Phase 2 - Name of School, Associated ETRO and Times of Restrictions

School Name and associated Experimental Traffic Regulation Order (ETRO)	Times of Restrictions (Monday to Friday)
Southfields Primary School - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024	8.15am to 9.15am and 3.15pm to 3.45pm
Stanton Bridge Primary School - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024	8.00am to 9.00am and 3.00pm to 4.00pm
Cardinal Wiseman Secondary School - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024	8.30am to 9.30am and 2.45pm to 3.45pm
Ravensdale Primary School - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024	8.15am to 9.15am and 3.00pm to 4.00pm

Lessons Learned from School Streets Phase 1

- 2.7. Phase 1 of the School Streets Programme, at Templars, was installed in collaboration with West Midlands Police (WMP) and features prominent signage at the gateway, and on approaching roads to ensure people entering the road are aware of the restrictions.
- 2.8. When first introduced, only the Police were able to enforce a restriction of this type. As such the schemes largely relied on self-enforcement through driver compliance with the on-street signage.
- 2.9. Although the majority of residents of the Knights Templars Way School Street were in support of Coventry's first School Street, the lack of enforcement quickly led to dissatisfaction with data that demonstrated a clear am and pm peak of vehicular traffic entering the restrictions at the start and end of the school day.
- 2.10. Despite the scheme being clearly signed and operational since February 2023, the scheme continued to see a high level of non-compliance by school related non-resident traffic, and in June 2024, it was agreed that camera-based enforcement would be introduced replacing the previous signage only self-compliance model.
- 2.11. Lessons learned from the implementation of the Phase 1 - Knights Templar Way Area School Street scheme clearly demonstrated 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.
- 2.12. As such it was proposed that the lessons learned from Phase 1 would be applied to phase 2 of the programme, with camera-based monitoring being the most effective way to support and enable this type of scheme.
- 2.13. Since camera-based enforcement has commenced on Phase 1 - The Knights Templar Way Area scheme has started to work effectively at reducing vehicular traffic. The greatest decrease in vehicles occurred in the 8am-9am and 2pm-4pm periods, which most closely match the restriction periods; this equates to a 56% decrease in the 8am-9am window and 51% decrease in the 3pm-4pm window.

Phase 2 School Street Monitoring and engagement

- 2.14. Phase 2 went live on the 4 September 2024 at which time a statutory 6-month consultation period commenced. During this period, feedback from residents, parents, school staff and the wider community was collected and has been used to determine if any further amendments are required to the schemes. Additional monitors have been installed to assess walking, wheeling and cycling trends at each of the four trial sites.
- 2.15. The sensors have captured positive data, demonstrating strong levels of active travel at each site 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.
- 2.16. A sample of the data collected, taken from a typical school day at each of the four phase 2 sites is contained in **Appendix B**. This shows pedestrian use in blue and vehicle use in green. At each site the data indicates strong pedestrian dominance on the roads

covered by the school streets restriction at the start and end of the school day. This corresponds with a general reduction in vehicle traffic during the same period.

- 2.17. Whilst the scheme has generated benefits at all four sites, data from Cardinal Wiseman School and Stanton Bridge Primary School show a sustained level of vehicle use at both sites. It is likely that the use at Cardinal Wiseman school is driven by low background levels of demand with high AM peak demand for school related traffic, permitted to enter the street during the periods the restriction is in force. At Stanton Bridge the data shows a generally high level of vehicle use, which drops during the periods that the restriction is in force. There is however an underlying level of continued usage that will be reviewed and signage assessed for opportunities to further aid compliance.
- 2.18. The data collected supports observations from site, which show that the schemes operated most effectively at locations that are contained, and which have limited levels of background and through traffic. This learning has been applied when considering site suitability for phase 3 of the scheme.
- 2.19. The data will continue to be monitored to assess the impact of schemes and provide supporting evidence of any anticipated longer term modal shift that such initiatives are anticipated to bring. This will supplement the observed and anecdotal evidence of impact provided by the scheme to date, which suggests that the scheme is delivering a reduction of weekday vehicular traffic including an increase in pedestrian activity at the start and end of the school day.
- 2.20. In April and May 2025, to support site observations and monitoring of restrictions, a consultation survey was undertaken to ascertain and assess the views of the local community over the first 6 months of operation of the scheme. In total nearly 2000 properties were consulted with 162 responses subsequently being received (an 8% response rate).
- 2.21. Overall the data collected shows a small increase in the total number of residents supportive of the scheme since its launch, with the data indicating that approximately 45% of those responding were in support of the scheme continuing, with 40% opposed and 15% unsure. It is also noted that there were variations in the level of support across the four schools, with Stanton Bridge and Ravendale School Streets receiving more positive feedback than Cardinal Wiseman School, with 48% of responses opposing the scheme. The feedback from Southfields School was very low.
- 2.22. Overall 55% of those responding reported that they lived within a school streets restriction, with the remainder being predominately comprised of residents living on nearby residential roads. The data also showed that there was a higher level of support for the scheme from those residents living within the restriction zone compared to those living outside. This was anticipated given that the greatest potential benefit of such schemes will be felt by those residents living within the zone and those children travelling actively to school.
- 2.23. The feedback showed that at present just under a third of residents consider the scheme has made the roads around the schools safer. It is noted that when considering this feedback, the scheme, at the time of the survey, had only been operational for just over 6 months. As such whilst a useful snapshot, further time, potentially over several years,

will be needed to fully understand and assess the overall benefit of a scheme of this nature. In terms of improvements, a reduction in traffic is seen as the biggest improvement since the implementation of the scheme across all the schools.

- 2.24. When considering the responses received it must be noted that the overall level of responses received from the community to this consultation was low and particularly at Southfields Primary School Street. As such the feedback received may not represent the wider views of all residents and it is a challenge to draw meaningful conclusions from the feedback from Southfields Primary School. Whilst it is not possible to say for certain why residents took the decision not to respond, it is possible that the overall low level of feedback across all schemes could indicate a general level of ambivalence or acceptance of the schemes, with those having been more affected being more likely to respond.
- 2.25. Regardless, the feedback received does show that whilst progress has been made, further work is necessary to address remaining concerns within the community, with only 39% of Cardinal Wiseman respondents suggesting that the scheme had made a positive difference so far, compared to 54% of respondents from Stanton Bridge and 59% from Ravensdale.
- 2.26. It is noted that most responses received to the consultation were received from residents of the Cardinal Wiseman Scheme (70%), with 62% of their responses highlighting that they considered that the scheme had not had an impact, with parking being a highlight and indicating further enhancements were needed. Whilst these views are noted and understood, it is important to clarify that a School Streets scheme works by restricting access into a road fronting a school during the school drop off and pick up windows. As such it is not specifically designed to address, nor does it introduce additional restrictions on parking for those vehicles that enter the road outside of the times the restriction is in force, or for those vehicles which enter the street with a valid exemption or permit. In order to address this additional parking specific restrictions would be necessary, and these can be considered and introduced separate to a School Streets restriction. Therefore, whilst concerns raised regarding parking have been noted, these concerns are not directly related to the operation of the scheme and as such have not been used to assess the success or otherwise of the scheme. A learning point from this process, is the need to ensure that clear communication is provided to residents setting out how the scheme operates and the intended and likely benefits when introducing future schemes.
- 2.27. In addition to parking restrictions, it was noted enhanced enforcement and reducing traffic flows was a concern of residents. In this regard, School Streets are enforced by ANPR cameras which monitor and enforce the restriction during the times it is in force. This is considered the most effective mechanism currently available to enforce this type of restriction and is a significant enhancement over traditional observation-based enforcement undertaken by an officer on site. It is noted that enforcement of these schemes commenced in October 2024 following a six-week observation period. In line with statutory requirements, over the first 6 months, it is necessary to issue warning notices to drivers unfamiliar with the new restriction. Whilst drivers re-entering the restriction would receive a penalty notice; full enforcement of the restriction did not commence until May 2025. As such enhanced enforcement of the scheme is now in place, which may address some of the feedback previously received. It is also noted

that typically it can take an extended period for drivers to become accustomed to new restrictions and that over time compliance with the new restriction is expected to increase.

- 2.28. To better understand residents ongoing concerns associated with parking on Potters Green Road, Officers met with representatives of Cardinal Wiseman School to discuss school related parking and concerns. Consequently, it has been agreed that Officers will continue to work with both the school and local community to review opportunities to address parking concerns which will include a refresh of existing parking restrictions followed by targeted enforcement of existing double yellow restrictions to encourage compliance. The impact of which would then be monitored and reviewed before determining if any additional restrictions may be necessary in the future. Noting that similar requests concerning parking at Stanton Bridge were also reported. A similar review of existing parking restrictions will also be undertaken on Oliver Street.
- 2.29. Prior to the implementation of the scheme feedback raised concerns regarding potential parking migration on to neighbouring roads associated with the restriction. Whilst site observations have shown that these concerns have largely been unfounded, it is noted that some displacement pick up activity has transferred to Woodway Lane and the additional enforcement and refresh of existing parking restrictions referenced above will be extended to Woodway Lane as a result.
- 2.30. The feedback from residents also corroborates our expectations that camera-based enforcement schemes like School Streets require relatively long periods to embed within local communities. It is for this reason that it is recommended that the scheme and its associated monitoring continues as this will help to establish and demonstrate the longer-term trends and benefits of such schemes. As highlighted from the data, camera-led enforcement provides the most effective way to manage School Streets and other Moving Traffic Offence projects. A summary of the resident survey is provided in **Appendix C** to the report.
- 2.31. Overall observations and feedback from phase 1 and 2 of this initiative has shown that sites with single points of entry, naturally have reduced demand for traffic and have less impact on surrounding residents. These schemes are simpler to administer but still provide an opportunity to address school gate parking and congestion. Sites with multiple points of entry, including through routes are generally more challenging to administer, but provide the opportunity to make a significant overall impact in terms of reducing car dominance around the school gate and enhancing active journeys to school, albeit with additional impact for other road users.
- 2.32. To supplement and obtain an understanding of the impact of the initiative on the schools involved, regular engagement and meetings have taken place throughout the initiative, including requests to complete pupil 'hands up' surveys. The result from this engagement indicates that there is good support from all phase 2 schools, with particularly strong levels seen from Southfields and Cardinal Wiseman Schools. Both of whom have indicated that they consider the streets environment to have improved because of the introduction of the restriction. Feedback also suggests that pupils are in favour of the initiative and feel safer because of it.

- 2.33. With the implementation of Phases 1 and 2 of the School Streets programme, we continue to see requests from communities across the city for further School Street restrictions at new locations. Mindful of the national, regional and local support for the principal 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, three further School Street schemes will be introduced as part of phase 3 of our programme. With work to engage schools due to commence towards the end of 2025 with the intention of schemes being able to go live after the easter school holidays in April 2026.
- 2.34. In total 13 schools have been put forward by the schools themselves, residents, ward councillors or a combination of all three as expressing an interest for being part of a future phase of the School Street programme. The list of the 13 schools is contained in **Appendix D** to the report.
- 2.35. In considering the requests that have been received, 5 categories have been used to assess the merit and deliverability of each scheme and from this a prioritised list has been produced. A summary of the 5 categories against which site has been considered are also set out in **Appendix D** to the report.
- 2.36. From the 13 sites where requests have been made to consider the introduction of a School Streets, it is proposed that the sites to come forward for delivery as part of the next phase (Phase 3) of the School Streets initiative are:
- Holbrook Primary School on Gateside Road and Crown Green, Foleshill
 - Limbrick Wood Primary School on Bush Close, Woodlands
 - Aldermoor Farm Primary School on Pinley Fields, Lower Stoke
- 2.37. It is intended that consultation on these sites will take place in Q3 and Q4 of the current 2025/26 financial year with the intention, subject to receiving support from the schools and local communities, of being able to introduce live schemes from April 2026 to coincide with the return of schools from the Easter Holiday period.
- 2.38. Given that the use and impact of School Street type restrictions is now established within the city and following on from the lessons learned from phases 1 and 2 of the scheme, it is proposed that phase 3 of the scheme will be introduced using a TRO in place of the ETRO used in phases 1 and 2. Based on the learning from phases 1 and 2, it is also proposed that camera based monitoring of the three sites is included in phase 3 in order to support the operation and compliance with the new restrictions.
- 2.39. As part of phase 3 it is also proposed that a revision to the existing Cardinal Wiseman School Streets Scheme will also be included and advertised which will revise the timing of the existing restriction on Potters Green and connecting roads covered by this restriction. This revision will reduce the time that the restriction is in force in the afternoon period by 15 minutes from 14:45 to 15:00. This change has been identified following feedback from residents and is supported by the school and our own observations from site and is intended to respond to the feedback from the community whilst maintaining the original intention of the scheme.

2.40. It is intended that the remaining 10 sites on the prioritised list will remain on the programme for future consideration. Should for any reason support not be received from any of the three prioritised sites, it is proposed that we work down through the prioritised list to enable three sites to come forward.

2.41. The prioritised list will remain an active document, with new requests being added and prioritised as they are received for consideration for future delivery either as part of a further phase of the School Streets initiative or as a standalone scheme delivered as part of a wider initiative. This approach will enable the acceleration of the programme and add value to future proposals using this innovative solution to tackle school related parking and promote safe and active forms of travel to school.

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

- i. Not to make the Experimental Orders permanent.
- ii. Make the following Experimental Order permanent and retain ANPR camera-based monitoring and enforcement at the following locations:
 - City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024
 - City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024
- iii. Make one or more of the orders referenced above permanent whilst not making the others permanent.

2.43. **Option i. Not to make the Experimental Orders permanent** This would remove the restriction and allow school related traffic to enter roads leading to the school at the start and end of the school day. The issues reported by the local community which originally prompted the need to introduce the scheme would be reintroduced and it is likely that significant additional disruption would occur at these locations. Overall, this is considered a backward step, and whilst we would like to see a greater level of support from local communities for the schemes, the positive support received from Schools, supported by monitoring data and on-site observations do not align to the schemes being abandoned at this time.

2.44. **Option ii. Make the listed Experimental Orders permanent and retain ANPR camera-based monitoring and enforcement** most closely aligns to our overall observations, feedback and monitoring of the scheme over the first 12 months of its operation which is considered to have had a positive impact in terms of enhancing the environment at the school gate, promoting active travel, reducing traffic and encouraging improved driver compliance with the scheme. In recognition of the longer term behaviour change opportunities associated with these initiatives, it is proposed to

continue to monitor the impact of the schemes over the next 12 to 24 months to further assess their effectiveness and work closely with local communities to resolve any remaining concerns associated with school related traffic and parking issues, which it is acknowledged remains a concern to some.

2.45. Option iii. Make one or more of the orders permanent whilst abandoning the others. This is a hybrid approach of options i and ii. It would require the removal of any scheme that was not made permanent by the 4th March 2026, which is the date when the current ETRO elapses. This approach would lead to a situation where a scheme is no longer active and would remove the benefits that such schemes can bring as summarised in paragraph 2.44 above.

2.46. Having fully considered the feedback received to date and in consideration of on street observations and monitoring from site, it is recommended that Option ii, as set out above is progressed and that the four school sites set out above in paragraph 2.42 subparagraph ii and summarised in paragraph 2.44 are progressed. This approach also supports the subsequent proposed variation of the confirmed order at Cardinal Wiseman School to amend the start time by 15 minutes as set out in paragraph 2.39 which will further tailor the scheme to meet the needs of the local community in response to the feedback received.

2.47. It is also recommended as part of this report that the three sites set out in paragraph 2.36 of this report be taken forward as part of the phase 3 of the school streets programme for delivery in April 2026.

2.48. In recognition that the potential benefits of school street initiatives can take a number of years establish it is also recommended that the impact of our school streets programme is subject to ongoing monitoring and that a further report is prepared and presented to the Cabinet Member in the Spring of 2027 reviewing the first 12 months operation of phase 3 of the programme as well as reviewing the ongoing impact and effectiveness of the previous two phases.

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 paragraphs 2.14 to 2.30 and in **Appendix C** to the report.

4. Timetable for implementing this decision

4.1. An ETRO can operate for a maximum duration of 18 months. During the first 6 months of the Order a statutory consultation (objection) period operates. In the preceding 12 months any amendments identified can be implemented before a final decision needs to be 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. The ETROs forming phase 2 of the programme were introduced on the 4th September 2024 and are subsequently due to expire on the 4th March 2026. A decision

needs to be taken in time to enable the orders to be confirmed and made permanent prior to this date.

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

5.1. Financial Implications

Delivery of phases 1 and 2 of the School Streets Programme has been funded through a combination of contributions from the approved 2023/24 Local Network Improvement Programme and through a £190,700 awarded contribution from the Active Travel Fund 3 fund, administered by Travel for West Midlands. This funding has been used to deliver the introduction of the traffic regulation order, and associated signing and lining measures at each site necessary to enable the effective implementation. The funding has also been used to undertake the monitoring, evaluation and enforcement of these schemes over the previous 12 months of operation.

Phase 3 of the scheme as set out in paragraph 2.36 above, will be funded from a £40,000 contribution from the approved 2025/26 Local Network Improvement Programme and a £80,000 awarded contribution from the Active Travel Fund 5 fund, administered by Travel for West Midlands and will facilitate the implementation, monitoring and enforcement of the new school streets restrictions at the three sites to be delivered through phase 3 of the scheme.

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 any additional ANPR enforcement cameras will inevitably result in an increase in workloads within Parking Services. 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 reduce 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.

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 delivered by Coventry City Council 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.

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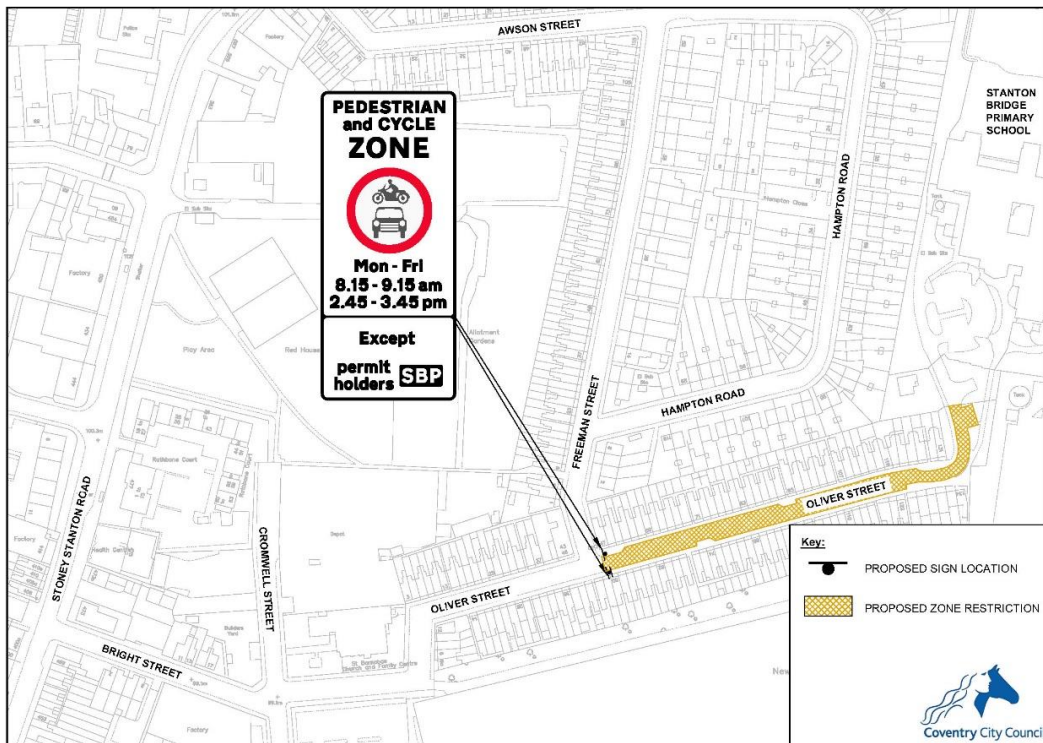
Enquiries should be directed to the above person

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
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Andy Williams	Director of Regeneration and Economy	-	09/09/2025	10/09/2025
Councillor P Hetherton	Cabinet Member for City Services	-	29/08/2025	01/09/2025

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

Appendix A – Location plans for the second phase of Coventry's School Streets programme

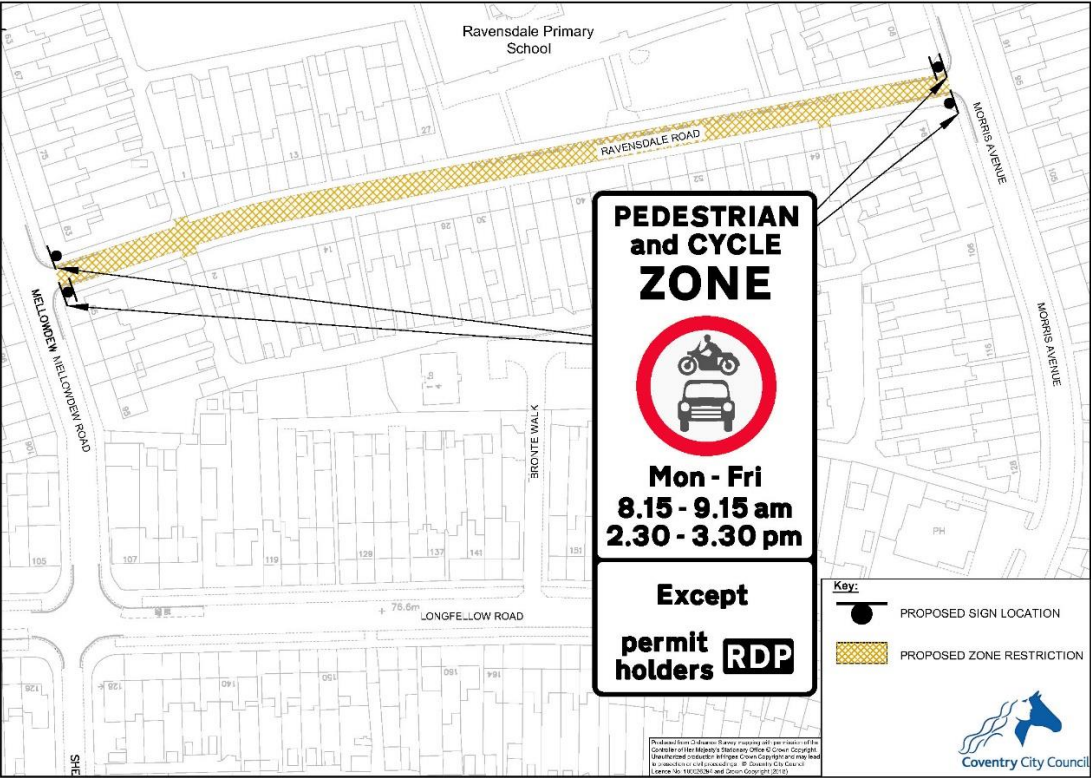
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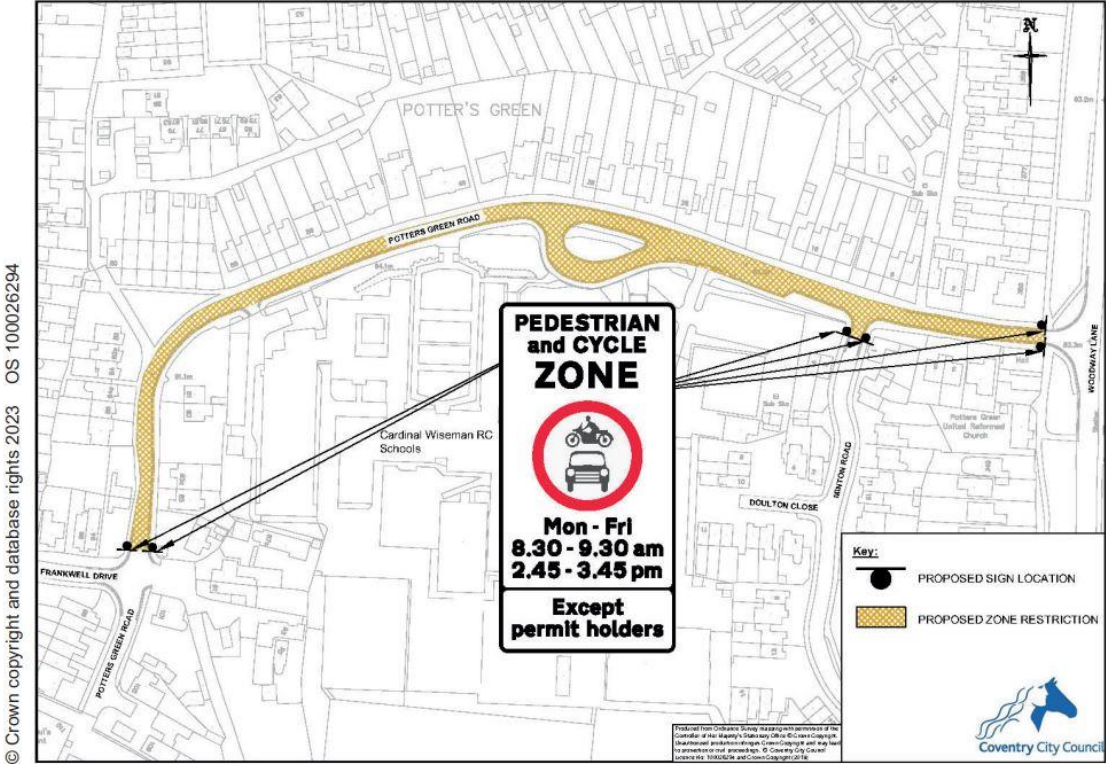
Southfield Primary School:



Ravensdale Primary School:

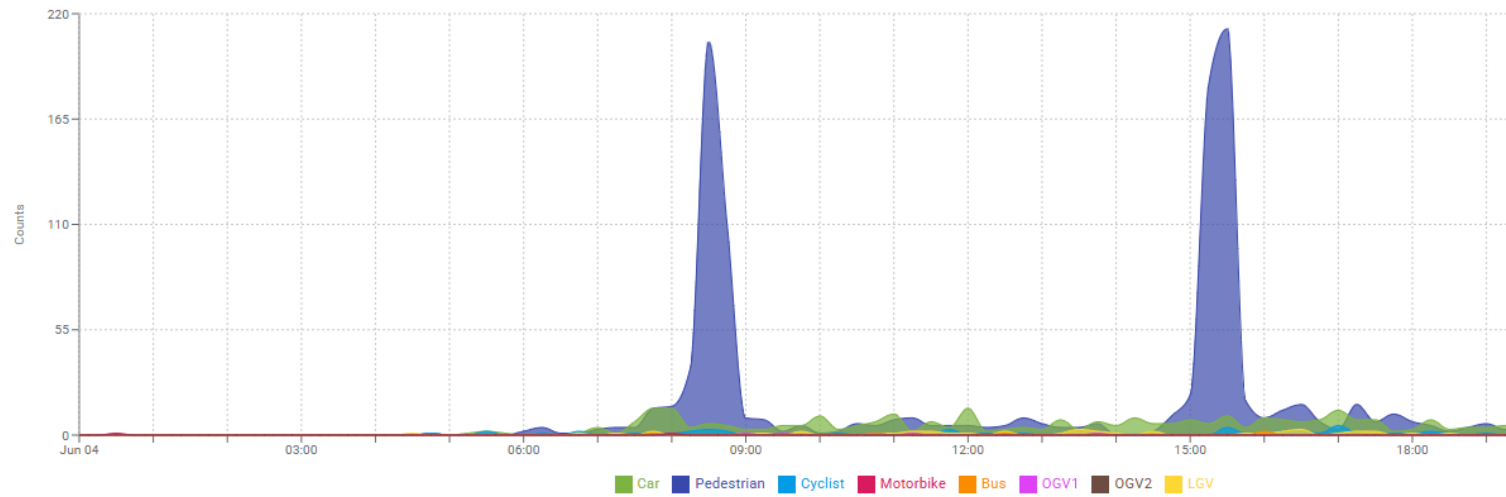


Cardinal Wiseman RC School:

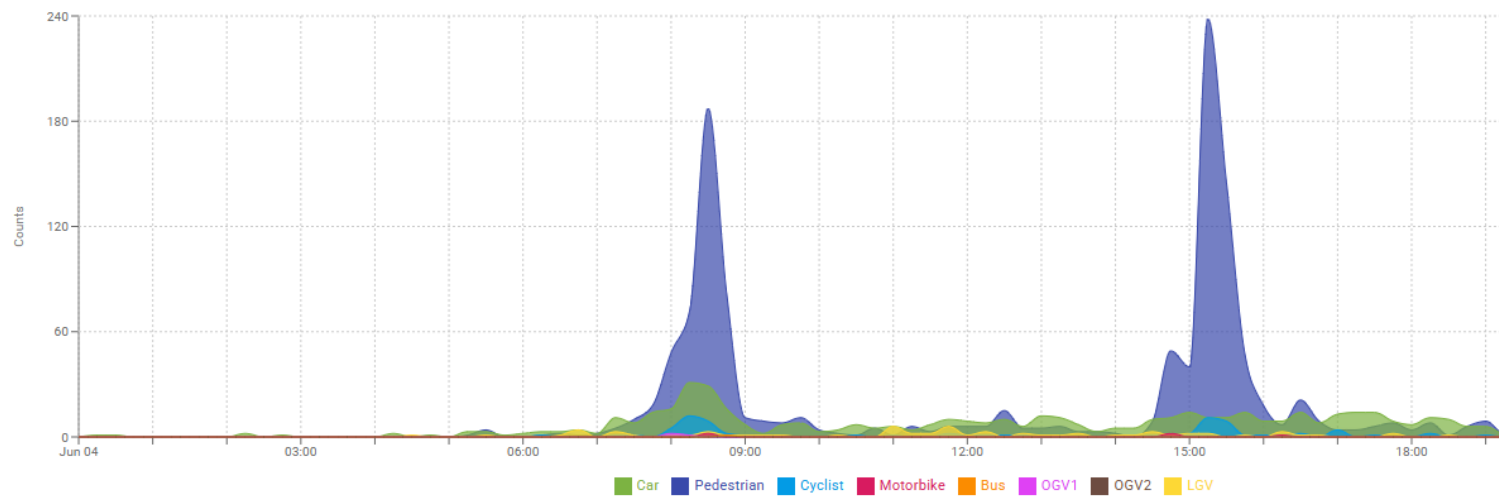


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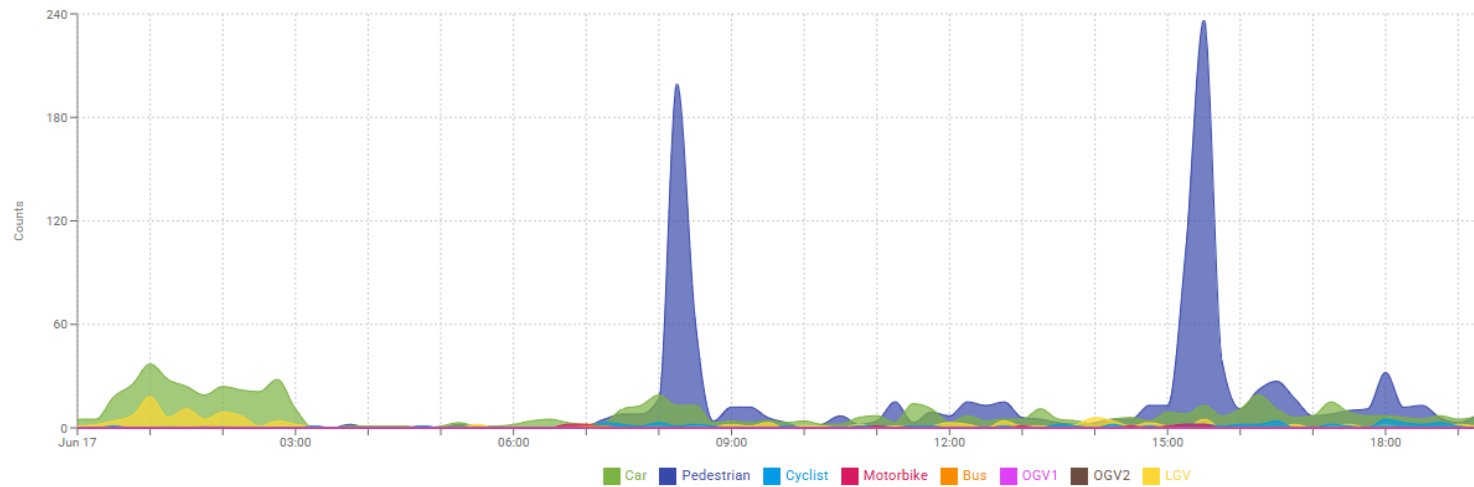
Appendix B – Survey Data Sample



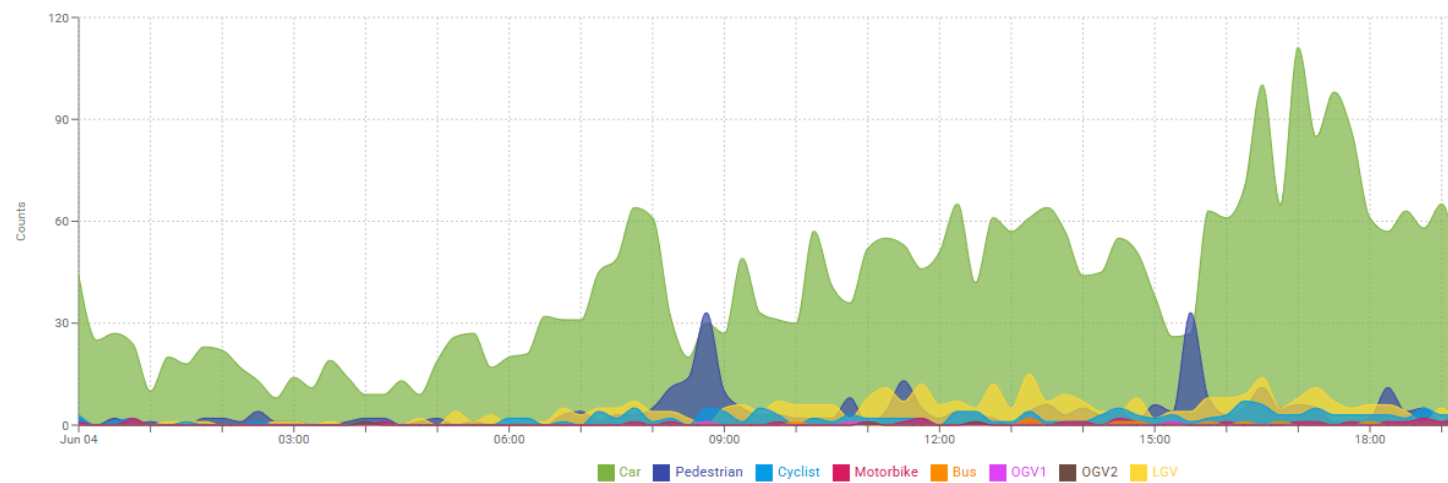
Ravensdale Primary School



Cardinal Wiseman School



Stanton Bridge Primary School



Southfields Primary School

Appendix C- Resident Consultation Summary

- 162 responses were received
- The majority of responses were in relation to Cardinal Wiseman School (70%)
- Over half of responses were from people living on one of the roads within a restriction (55%)
- 93% of respondents were aware of the scheme
- 44% of respondents were in favour of the scheme before it started. This figure remained largely static over the first 6 months of the scheme, with a small increase in support being seen. Overall 45% of respondents were in favour of the scheme continuing, 15% were unsure whilst the remaining 40% felt the scheme should not continue
- There was variation between schools with most respondents at Stanton Bridge (69%) and Ravensdale (60%) being in favour of the scheme continuing. There was less support at Cardinal Wiseman. This was not the case for Cardinal Wiseman where 39% were in favour of the scheme continuing.
- Just under a third of all respondents agree that the scheme has made the areas healthier and safer
- Over 60% of Cardinal Wiseman respondents felt that there have not been any improvements since the launch of the scheme, this compares to 46% of respondents from Stanton Bridge and 41% from Ravensdale
- In terms of improvements traffic reduction has been seen as the biggest improvement since the implementation of the scheme across all the schools
- Some improvements have been seen in terms of parking issues across the sites, although many respondents felt further work was needed in terms of improving all day parking and enforcement
- This was the case for Cardinal Wiseman and Stanton Bridge where 62% and 69% respectively of respondents indicated that the most popular improvement would be to further address parking issues. For Ravensdale (60%) better enforcement was highlighted
- Traffic reduction was more important at Cardinal Wiseman (46%) compared to Ravensdale (37%) and Stanton Bridge (31%)
- Signage and communication did not rank highly over any of the sites as being in need of improvement
- Key concerns raised by emails received were: a lack of support for scheme due to parking violations, weak enforcement, traffic displacement, limited time coverage, speeding, accessibility concerns and lack of supporting data

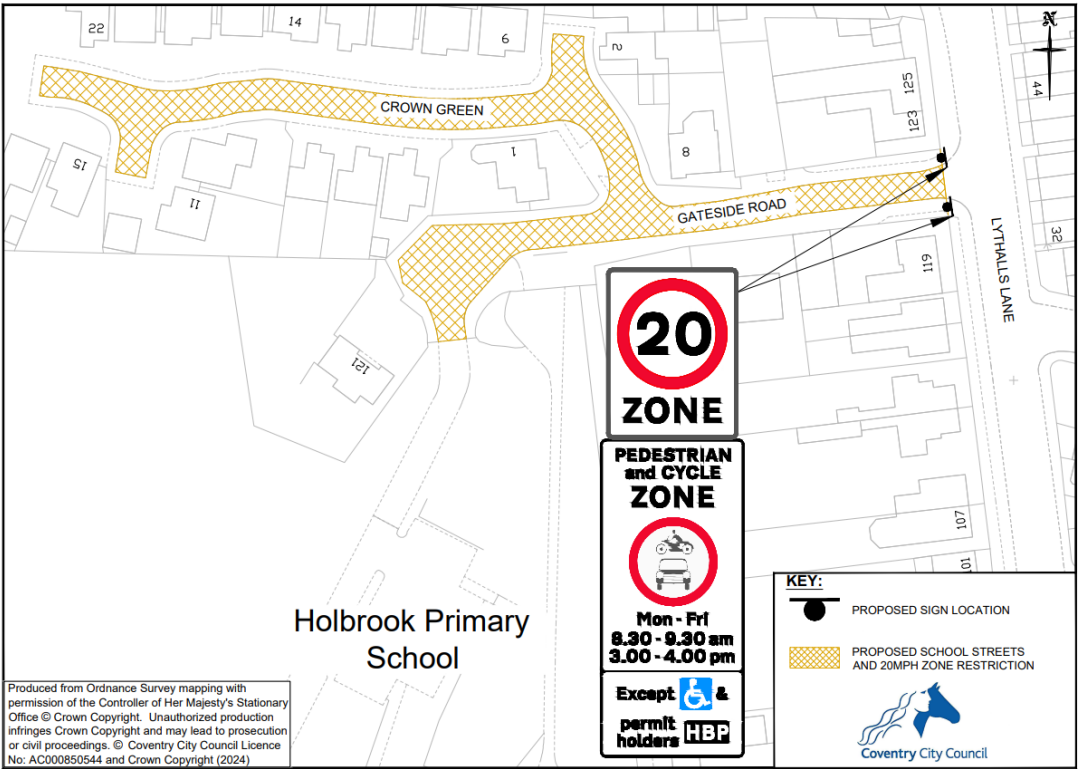
School Street Phase 3 - Request Priortisation					
Ref	School Name	Road Name	Ward	Total Score	Rank
S1	Holbrook Primary School	Gateside Road / Crown Green	Foleshill	3.75	1
S2	Limbrick Wood Primary School	Bush Close	Woodlands	3.3	2
S3	Aldermoor Farm Primary School	Pinley Fields	Lower Stoke	3.25	3
S4	Stoke Primary School	Briton Road	Upper Stoke	3.15	4
S5	Gosford Park Primary School	Humber Avenue (Cul-de-Sac)	St Michael's	3.1	5
S6	Clifford Bridge Academy	Coombe Park Road	Wyken	2.9	6
S7	Coundon Court Secondary School	Coundon Green / Northbrook Road	Bablake	2.9	6
S8	St John Fisher Catholic Primary School	Kineton Road	Wyken	2.85	8
S9	Hearsall Primary School	Bristol Road / Kingston Road	Whoberley	2.8	9
S10	Ernesford Grange Primary School	Foxton Road	Binley and Willenhall	2.65	10
S11	All Souls Catholic Primary School	Abercorn Road	Whoberley	2.55	11
S12	Grange Farm School	Dewsbury Avenue	Wainbody	2.45	12
S13	Hill Farm Primary School	Foster Road	Radford	2.4	13

Scoring Rubric	
Weight	Theme
25%	Traffic Safety Risk
15%	Active Travel Potential
20%	Community Support
5%	Environmental Impact
15%	Scheme Feasibility
10%	Equity Considerations
10%	Alignment to Priorities

Description
Including personal injury collision history of site, traffic volumes, speed and any existing mitigation provided.
Including the availability of existing and planned infrastructure providing opportunities to travel sustainability.
Consideration as to the origin of the request, including any support from the school and elected members.
Includes consideration of known air quality and environmental factors which the initiative can contribute towards.
Includes consideration of scheme deliverability, including likely barriers and costs associated implementation.
Consideration of indices of deprivation, transport accessibility and inclusion.
Fit and alignment with Council strategic priorities and known planned initiatives.

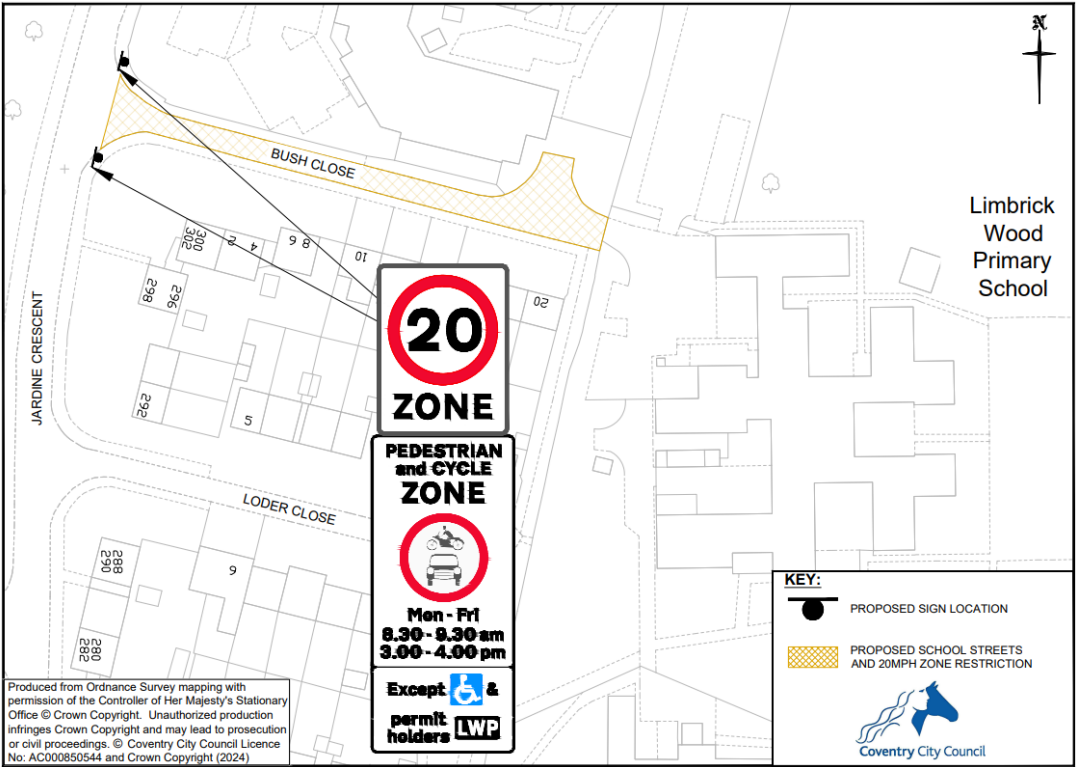
Appendix E - Location plans for phase 3 of Coventry's School Streets programme

Holbrook Primary School



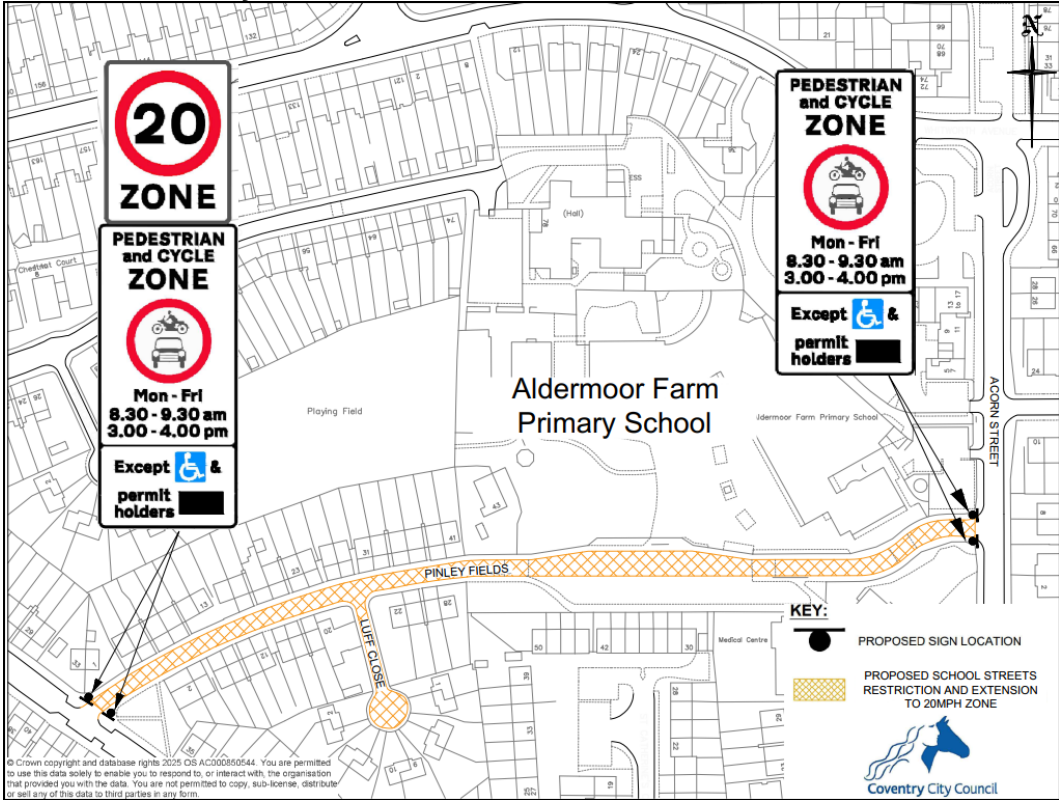
(Times shown are indicative)

Limbrick Primary School



(Times shown are indicative)

Aldermoor Farm Primary School



(Times shown are indicative)

Cabinet Member for City Services

24th September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Ward(s) affected:

Bablake

Title:

City Of Coventry (Watery Lane, Parish of Allesley)(Prohibition of Driving) Order 2024 - Objection Report and next steps

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 preventing motor traffic from using a section of Watery Lane was developed in liaison with the Parish Council. The scheme 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**. The bollards would be removable, and keys provided for access to adjacent land. Through the scheme, adjoining sections 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.

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 objection period. Six (6) objections were received. In accordance with the Council's procedure for dealing with objections to TROs, they were reported to the Cabinet Member for City Services for a decision on 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.

Petition 50 24-25 was reported to the Cabinet Member on 9th April 2025. The 30-signature petition request Coventry City Council to “close the section of Watery Lane between Elkin Wood and the first house 'Hycott' with lockable bollards. This is to address safety concerns on the narrow section of lane with poor visibility for pedestrians, cyclists and horse riders.”

Following receipt of that petition it was agreed that it would be incorporated into an updated version of the previously deferred Watery Lane, Corley Moor – Objections to Proposed Prohibition of Driving Restriction Report from 2024. Included within the recommendation at that time was a proposal to utilise an Experimental Traffic Regulation Order (ETRO) and semi-permanent temporary traffic management to trial the proposed closure of Watery Lane for a duration between 12 to 18 months. This would allow any impact on the local community to be assessed before a decision was made on any permanent measures.

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 and that objectors are informed.
- 3) Subject to recommendation 2, endorse officers introducing a 12-to-18-month trial using an ETRO with semi-permanent temporary traffic management measures at this location in order to test the impact of a Prohibition of Driving restriction at this location.

List of Appendices included:

Appendix A – Watery Lane TRO Location Plan.

Appendix B – Watery Lane TRO Objection Summary

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

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 that was advertised, 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 2024, advising that any formal objections should be made in writing by 29th March 2024. 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:
- I. 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.
 - II. 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.
 - III. Risk of displacing and concentrating ASB and fly tipping to other locations in the area, notably Clay Lane.
 - IV. 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 always operate 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.
- 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 engaged.
- 2.6** Whilst historically the level of ASB and fly tipping captured for this location shows a steady decline from a peak in 2022, it is noted that there is a suggestion from the local community that there is a high level of under reporting and recording and as such the levels seen on site do not match the relatively low levels being reported.
- 2.7** Regardless of the actual levels, ASB and fly tipping remain a concern for the local community. Given the reported locations of fly tipping that occurs on the lane, it is unclear currently whether the proposed restriction would positively reduce the number of instances or lead to displacement to other locations within the vicinity. Such displacement would need to be monitored if a scheme was to be introduced.
- 2.8** 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, which would typically add around 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, the impact could be significant.
- 2.9** Following the end of the statutory objection period, the Parish Council contacted the Council to reiterate their concerns over the use and associated risk posed to vulnerable road users because of the use of the lane by through traffic. Following a site meeting with representatives of the local community and parish council a petition was received requesting that measures to prevent through traffic using Watery Lane be introduced.
- 2.10** The petition read as follows: *"We the undersigned petition the Council to close the section of Watery Lane between Elkin Wood and the first house 'Hycott' with lockable bollards. This is to address safety concerns on the very narrow section of lane with poor visibility for pedestrians, cyclists and horse riders. The city council officers who were initially in agreement, are now recommending not to proceed with the closure following objections from just 6 people. Coventry City Council rejected the change.org petition previously presented. Please therefore, can you resign this online version. There have been numerous reports of near misses and even some accidents involving vehicles encountering other road users, and we believe that it is no longer safe to have motorised and non motorised road users sharing this section. It is actually quicker to drive around via Wall Hill Road, Bridle Brook Lane and Oak Lane than to travel through the narrow*

section. If meeting a vehicle travelling the other way it is necessary to reverse a considerable distance. Improve road safety for Allesley Parishioners and other users including pedestrians, horse riders, cyclists, vehicles.”

- 2.11** The petition was designated as 50 24-25 and reported to the Cabinet Member meeting of 9th April 2025. It was resolved at that time a determination letter be sent to the lead petitioner to inform them that that the matter would be included in this report to the Cabinet Member, and that a proposal to introduce an ETRO as an alternative way forward would be considered.
- 2.12** Officers have subsequently met with representatives from Allesley Parish Council to walk the route and to discuss a range of questions and concerns raised by their representatives. Matters such as the method of closure, key holding, extents of the closure, anti-social behaviour, provision of litter bins and how vehicle use can be surveyed and monitored were discussed. Officers have committed to working collaboratively with the Parish Council to bring forward proposals to address the matters raised and have undertaken to involve them as much as feasible in the process going forward to create a community led and focused solution.
- 2.13** In considering the objections received and the subsequent discussions with stakeholders the following options have been identified and considered:
- a. make the proposed Order as advertised,
 - b. not to proceed with the making of the Order as advertised,
 - c. not to proceed with the making of the order as advertised, and in its place advertised an ETRO where the principle of the closure can be trialled using temporary traffic management.
- 2.14** 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.
- 2.15** Six (6) objections have however 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 use Watery Lane to access land and nearby amenities.
- 2.16** Questions have also been raised regarding the current reporting levels, frequency and potential for displacement and impact on ASB and fly tipping activities because of the implementation of the restriction.

- 2.17** Considering the objections that have been received and the uncertainty over the impact of the restriction once implemented it is recommended that option A, to make the order as advertised is not supported.
- 2.18** It is also recommended that option B in isolation is not supported as the concerns raised by the local community regarding the current use of the lane remain valid. It is for this reason that option C has been developed and is now proposed.
- 2.19** Utilisation of an ETRO will enable the restriction to be trialled in a real-world environment. This will allow data to be collected and the operation of the restrictions to be assessed prior to reporting back to the Cabinet Member for a decision on whether to make the change permanent. This allows a robust set of evidence to be collected on whether the proposed measures address the concerns raised by the local community, and whether the suggested impact for those residents who have raised objections are realised. This evidence led approach where data can be collected and amendments to the scheme can be introduced in response to emerging issues, is considered to provide a positive way forward that enables residents to reflect on the scheme whilst live and provides an extended period (over the first six months of the scheme) to raise objections and other concerns that will be critical to determining whether the scheme is considered successful and should be continued.
- 2.20** Alongside the proposed trial restriction of Watery Lane, it is also proposed to review speed limits on the network of connected rural roads located within the Allesley Parish; a number of which are subject to historic national speed limits which are no longer considered appropriate as a result of the roads layout, and current usage. Proposals are currently being prepared which will be shared with the Parish Council in Autumn 2025 and will subsequently be taken forward in 2026. These will include a new reduced speed limit on the rural section of Wall Hill Road which has seen several requests for a reduced limit following a collision between a vehicle and a horse and rider in July of this year.

3. Results of consultation undertaken

- 3.1** A statutory consultation period took place between the 7th and 29th March 2024. 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 Councils website. Six (6) objections were received, as summarised in Appendix 2.
- 3.2** If an ETRO is advertised, a 6-month objection period will commence from the first day that the scheme goes live. During this time, feedback will be invited from stakeholders, including the Parish Council and adjacent landowners, supported by on site monitoring to assess the impact of the scheme in place. All feedback received will be collated over the first 12 months of the scheme before a decision is taken to either revoke, amend or make permanent the measures introduced.

4. Timetable for implementing this decision

- 4.1** If the recommendations of this report are approved, the order as advertised will be abandoned and will not be implemented. That objectors will be informed and

subsequently work will commence on the introducing an ETRO which will run for a minimum of 12 months, initially, possibly extended to 18 months as necessary. The introduction of the ETRO is dependent upon several factors, including, but not restricted to, liaison with Allesley Parish Council and residents, baseline data collection, site inspection regularity, survey methods, closure type, Road Safety Audits and available road space and resources. It is therefore anticipated that the scheme will go live during April 2026 to tie in with the easter holiday period and longer days which is more conducive to the introduction of the proposed scheme, as it will aid users awareness of the closure and provides the greatest opportunity for schemes success.

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 ETRO is anticipated to be in the region of £17,500 and if approved, would be funded as part of the Traffic Management allocation from the Local Network Improvement Programme (LNIP) for 2025/26 which itself forms part of the Highways Maintenance and Investment Capital Programme budget, funded via the City Region Sustainable Transport Settlements (CRSTS).

As necessary any funding identified will be carried forward into the 2026/27 financial year as necessary mindful of the likely start period of the scheme in April 2026.

Subsequent funding would need to be identified, most likely as part of the 2027/28 LNIP programme should the ETRO be found to be successful, or to remove the measures if it is not. This would need to be considered as part of the budget setting process for the 2027/28 period which would take place in Q1 of 2027.

5.2 Legal implications

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

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

An ETRO takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation, and any objections must be considered before any decision to make the order permanent.

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

6. Other implications

6.1 How will this contribute to the One 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.

6.4 Equalities / EIA?

The introduction of a physical restriction on Watery Lane would apply 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 for the permanent TRO 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. These matters will be considered and assessed as part of the implementation of the ETRO where restrictions will be trialled and their impact assessed before a final decision is taken as to whether to proceed with the restriction permanently.

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 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 will need to be consulted on the ETRO proposal.

Report author

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Regeneration and Economy

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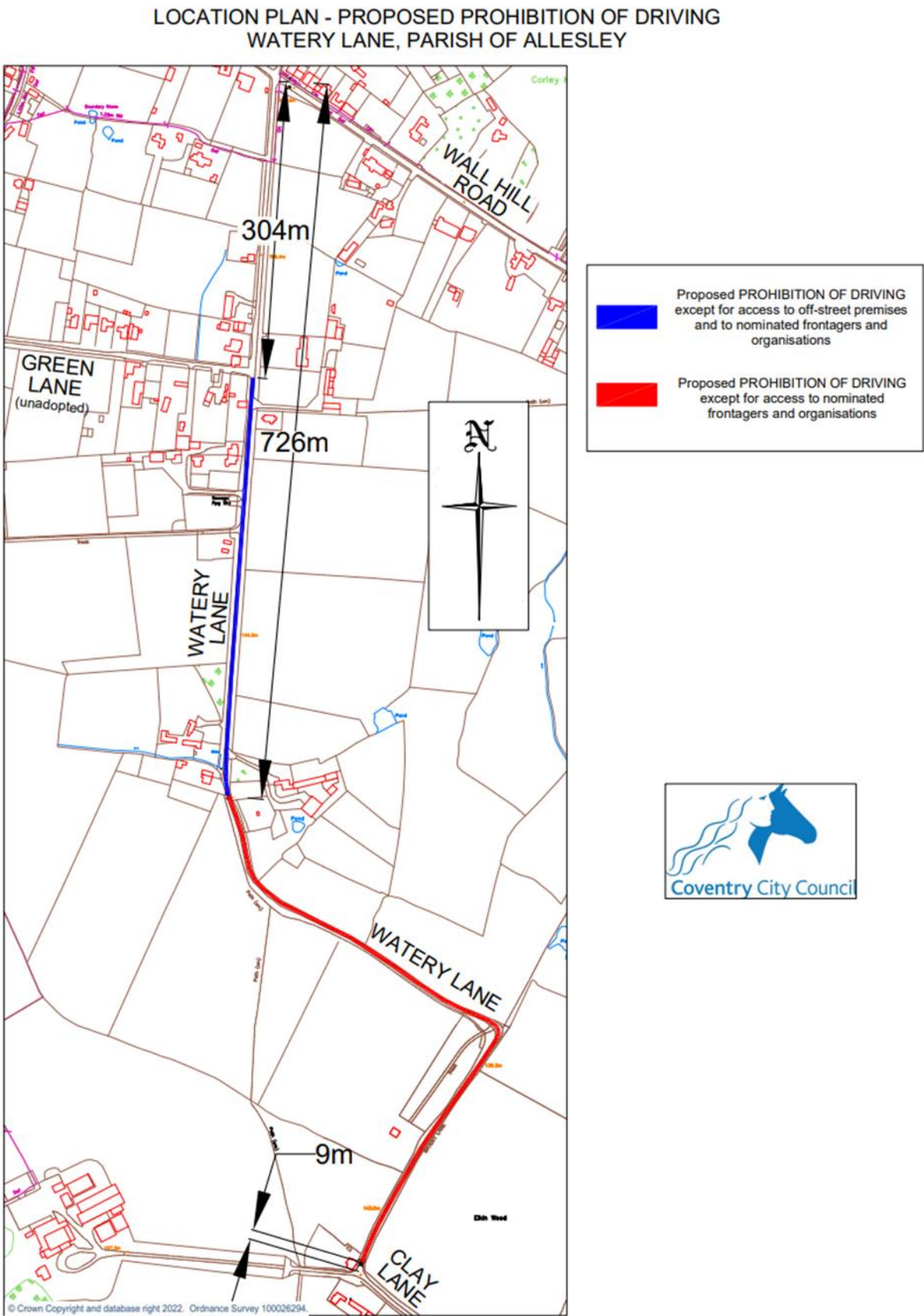
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Enquiries should be directed to the above person.

Contributor/ approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
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Vivian Robert	Traffic & Road Safety Manager	Regeneration and Economy	19/08/2025	29/08/2025
Michelle Salmon/ Caroline Taylor	Governance Services Officers	Law and Governance	26/08/2025	26/08/2025
Names of approvers: (officers and members)				
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Rob Parkes	Team Leader, Legal Services	Law and Governance	26/08/2025	26/08/2025
John Seddon	Strategic Lead – Policy and Innovation	Transport and Innovation	26/08/2025	03/09/2025
Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	09/09/2025	10/09/2025
Councillor P Hetherton	Cabinet Member for City Services	-	29/08/25	01/09/2025

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

Appendix A – Watery Lane TRO Location Plan



Appendix B – 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 motorbikes 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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Public report Cabinet Member

Cabinet Member for City Services

24th September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of Regeneration and Economy

Ward(s) affected:

Binley and Willenhall, Cheylesmore

Title:

Weight Restriction on London Road (B4110)

Is this a key decision?

No

Executive summary:

At present some heavy goods vehicles (HGVs) are using the section of London Road (B4110) between ASDA Roundabout and Tollbar End for direct access between A45 / A46 and the north. Residents in Whitley and Willenhall have expressed concerns about the adverse traffic and environmental impacts caused by these vehicles on the neighbourhood and requested that HGVs should be prevented from using this section of London Road as a through traffic route.

The Council has investigated different options to address these concerns. It is suggested that a 7.5 tonnes weight restriction is introduced using an experimental traffic regulation order (ETRO). This enables the Council to trial the prohibition for 18 months before deciding whether to make the weight restriction permanent or remove it.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Note the intention to introduce an ETRO weight restriction on London Road which is to be advertised and brought into force in autumn 2025 at the earliest.
2. Request that officers monitor the performance of ETRO and produce a follow-up report to consider any representations received and make recommendations as to whether the weight restriction should be made permanent in the future.

List of Appendices included:

Appendix A – Location of the Proposed Weight Restriction
Appendix B – Signage Scheme for the Proposed Weight Restriction
Appendix C – Summary of Consultation with the Local Businesses

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: Weight Restriction on London Road (B4110)

1. Context (or background)

- 1.1 During the engagement process with Whitley Residents Group for the various cycleway and junction improvement schemes under the Coventry South Sustainable Transport Package, residents in Whitley and Willenhall expressed concerns about the volumes of heavy goods vehicles (HGV) using the section of London Road (B4110) between ASDA roundabout and Tollbar End. Their concerns mainly pertain to the traffic impact on the local road network as well as the environmental impacts on the neighbourhood caused by the HGVs.
- 1.2 Data collected by smart traffic sensors deployed on the local network indicated that HGVs accounts for approximately 1.3% of total traffic entering London Road southbound from ASDA Roundabout and 1.2% of total traffic entering London Road northbound from Tollbar End. Around 40% of these HGVs are currently using this section of London Road for direct access between the south (via A45 / A46) and the north (which includes the city centre among other locations at the north of ASDA Roundabout). The remainder (60%) are servicing properties or land located off of this section of London Road. HGV through traffic adds pressure to existing traffic conditions on London Road, in particular long vehicles may block junctions and cause difficulties for residents making turns out of / into the side roads. HGVs may also contribute to adverse air quality and noise impacts when using this section of road. Residents have requested that HGVs be prevented from using this section of London Road as a through route.
- 1.3 If introduced this prohibition would divert some HGV traffic away from this section of road. This aligns with the wider objectives of the Coventry South Sustainable Transport Package, which aims to reduce traffic volumes on the London Road corridor, improve journey times and enhance service reliability for public transport users.
- 1.4 The section of London Road concerned is a local distributor road and has a formal classification as B road. Department for Transport (DfT) literature describes B roads as intended to connect different areas, and to feed traffic between A roads and smaller roads on the network. They will still be of significance to traffic (including through traffic), but less so than an A road. The road also forms part of the regional Key Route Network, providing north to south regional connectivity, across Coventry and into Warwickshire. As part of the North and South Coventry route, roads forming part of this route have been included in recognition of their role in providing important connectivity for commuters, leisure, and for supporting supply chains access to key industries. In response to the residents' request, the Council has taken this into account when investigating the feasibility of introducing a weight restriction along the concerned road section.

2. Options considered and recommended proposal

- 2.1 Different options for introducing the weight restriction have been explored. These included putting in a point restriction on either St James Lane at the railway bridge or on London Road at Willenhall Bridge. However, none of these locations provides a readily available alternative route for HGV drivers and are considered impractical from

an operational perspective.

- 2.2 A zonal restriction with weight limit signs and Automatic Number Plate Recognition (ANPR) enforcement cameras installed at the Airport Retail Park roundabout, the ASDA Roundabout and Langbank Avenue/Willenhall Lane junction was also considered. The area affected is extensive and encompasses a considerable number of premises which may require access by HGVs for deliveries or other work-related services from time to time. This would add significant complexity to the enforcement even with ANPR cameras in place and is unlikely to be practical to implement and enforce on the scale necessary.
- 2.3 Consequently, the recommended option is to introduce an experimental weight restriction between ASDA Roundabout and Tonbridge Road, as shown in **Appendix A**. On the southbound carriageway, HGVs over 7.5 tonnes are to be banned from turning into London Road at ASDA Roundabout which will prevent them from using this road as a through route travelling south. The roundabout itself will provide straightforward access to alternative routes for HGVs over the 7.5 tonnes weight limit. On the northbound carriageway the experimental weight restriction will be introduced after the junction at Tonbridge Road with advanced information signs installed prior to the junction with St James Lane. This would enable drivers to choose an alternative route prior to reaching the restriction. The position of this restriction would allow HGV drivers to use St James Lane, Abbey Road, Burnham Road and Tonbridge Road as alternative routes and it is likely that HGV usage on these routes will increase following the implementation of this restriction which effectively stops HGV drivers from utilising London Road as a direct route travelling northwards.
- 2.4 It is the intention that HGV through traffic from Tollbar End should use the A45 and A444 heading westwards, or A46 heading eastwards as a direct replacement to using London Road and connected local roads to navigate to destinations to the north of ASDA Roundabout. Similar behaviours will also be sought for HGV through traffic heading southbound to the weight restriction.
- 2.5 The above arrangements can still allow other HGVs to access Whitley and Willenhall locally via Tollbar End, thus minimising impact on the needs of both drivers and residents. It is however noted that the impact on individual journeys will depend on the start and end points, the particularly relevant given that survey data indicates that over 60% of all HGV traffic utilising London Road does so to access property on or directly off of the road and which journeys will also be impacted by the proposed restriction. To sufficiently advise HGV drivers about the location of the weight restriction and guide them to alternative routes, advanced signs will be required on the approach roads as indicated in **Appendix B**.
- 2.6 To assess the effects of this measure and evaluate its impact on local roads, it is suggested that the weight restriction is introduced using an experimental traffic regulation order (ETRO). The ETRO will remain in place for a maximum period of 18 months. This period allows people to see the effects of the scheme and to object if they wish to. Any objections are heard by the Cabinet Member for City Services and a decision be made on whether the order can be made permanent.
- 2.7 It is also important to note that the ETRO will rely primarily on the self-compliance of

drivers and whilst the restriction is enforceable by colleagues at West Midlands Police, we do not anticipate there being regular, if any enforcement of this restriction. Prominent signing will therefore be required to encourage compliance with the restriction. The effectiveness of the weight restriction will be monitored and evaluated during the experimental period. Consideration will also be given to the effects on neighbouring roads in the area, such as an increase in HGV usage on the alternative routes. Personal injury collision (PIC) data will also be compared to see if the increase in HGV movements at the junctions on the alternative routes have a detrimental effect. Amendments or adjustments of the operational details may be further considered and tested before the final recommendation of the order is made.

3. Results of consultation undertaken

- 3.1 The Cabinet Member for City Services and Ward Members of affected wards have been briefed on the preliminary proposal of the weight restriction. Local residents have been involved in the deliberation of the proposal throughout. Local businesses who are potentially affected by the proposal have also been consulted in March 2025. A summary of the engagement is given below.
- Ongoing bi-monthly meetings with Ward Members of Cheylesmore, Ward Members of Binley and Willenhall and Whitley Residents Association
 - Surveys conducted with businesses in Airport Retail Park, Pilot Business Park, Seven Stars Industrial Estate, on London Road (near Tollbar End and at ASDA Roundabout) in March 2025
 - Public drop-in sessions on Coventry South Sustainable Transport Package held on 30th April and 1st & 7th May 2025
- 3.2 The weight restrictions have primarily been proposed following the request by the local residents. The options had been deliberated at the meetings with the Whitley Residents Association and the recommended option was generally supported.
- 3.3 A total of 38 businesses in the locality provided responses either during the face-to-face survey or via an online survey. 21 nos. of them suggested that the weight restriction would not impact their business. 13 were uncertain whether they would be impacted as they did not have knowledge of the transport route adopted by the delivery vehicles for their business. Only 4 businesses explicitly expressed that they would be impacted by the proposal. They were car/truck dealerships (3 nos.) who worried that the weight restriction would hinder access to their premises and a mailing service provider who considered that their level of service would be affected due to longer journey times made by the delivery vehicles. A breakdown of the survey results is provided in **Appendix C**.
- 3.4 Colleagues at National Highways who manage the strategic road network have also been engaged on this proposal as London Road is currently identified as an emergency diversion route in the event of an incident or emergency on the A45/A46. National Highways use of this route would be impacted as a result of this proposal and as such discussions are ongoing with them to identify alternative arrangements as necessary.

4. Timetable for implementing this decision

- 4.1 The ETRO is scheduled to be advertised and brought into force in autumn 2025 at the earliest, and is subject to finalisation of the order details, completion of the signage design and the associated procurement process for installation of the signage.
- 4.2 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 cease to be operational.

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

5.1. Financial Implications

- 5.1.1 The weight restriction under the proposed ETRO will be implemented as part of the Coventry South Sustainable Transport Package, which is funded through the City Region Sustainable Transport Settlements (CRSTS) capital grant. The capital grant allocation of £21.075 million for the Coventry South Sustainable Transport Package was approved by the Cabinet on 30th August 2022, which has the estimated cost of £60k budgeted.

If the weight restriction is to become permanent, it would be implemented as part of the Coventry South Sustainable Transport Package. Funding will be allowed for in the budget of the remaining works within the package. The cost to make the restriction permanent is currently estimated at £75k.

5.2. Legal Implications

- 5.2.1 The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental 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.
- 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 An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.
- 5.2.4 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 introduction of weight restriction on the road section concerned contributes to the Council's target to create a sustainable transport infrastructure. This will promote more effective use of the road network and improve the level of service of public transport. When combined with the cycleway scheme on London Road, it helps create an environment which is much more suitable for walking and cycling.

6.2 How is risk being managed?

There are no significant risks associated with the proposal.

6.3 What is the impact on the organisation?

There are no significant risks associated with the proposal.

6.4 What is the impact on the organisation?

None.

6.5 Equalities / EIA (Equalities Impact Assessment)?

No specific equalities impact assessment has been carried out.

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

The proposed measure will divert some HGV through traffic away from the section of London Road which is surrounded by residential properties. This will have a positive impact on the living environment of the residents.

6.7 Implications for partner organisations?

Enforcement of the proposed measure will require Police resources.

The section of London Road concerned is currently a signed Strategic Road Network emergency diversion route for incidents on A45. Liaison with National Highways is ongoing because of the need to relocate the emergency diversion route if the weight restriction becomes permanent.

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

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Directorate:

Regeneration and Economy

Tel and email contact:

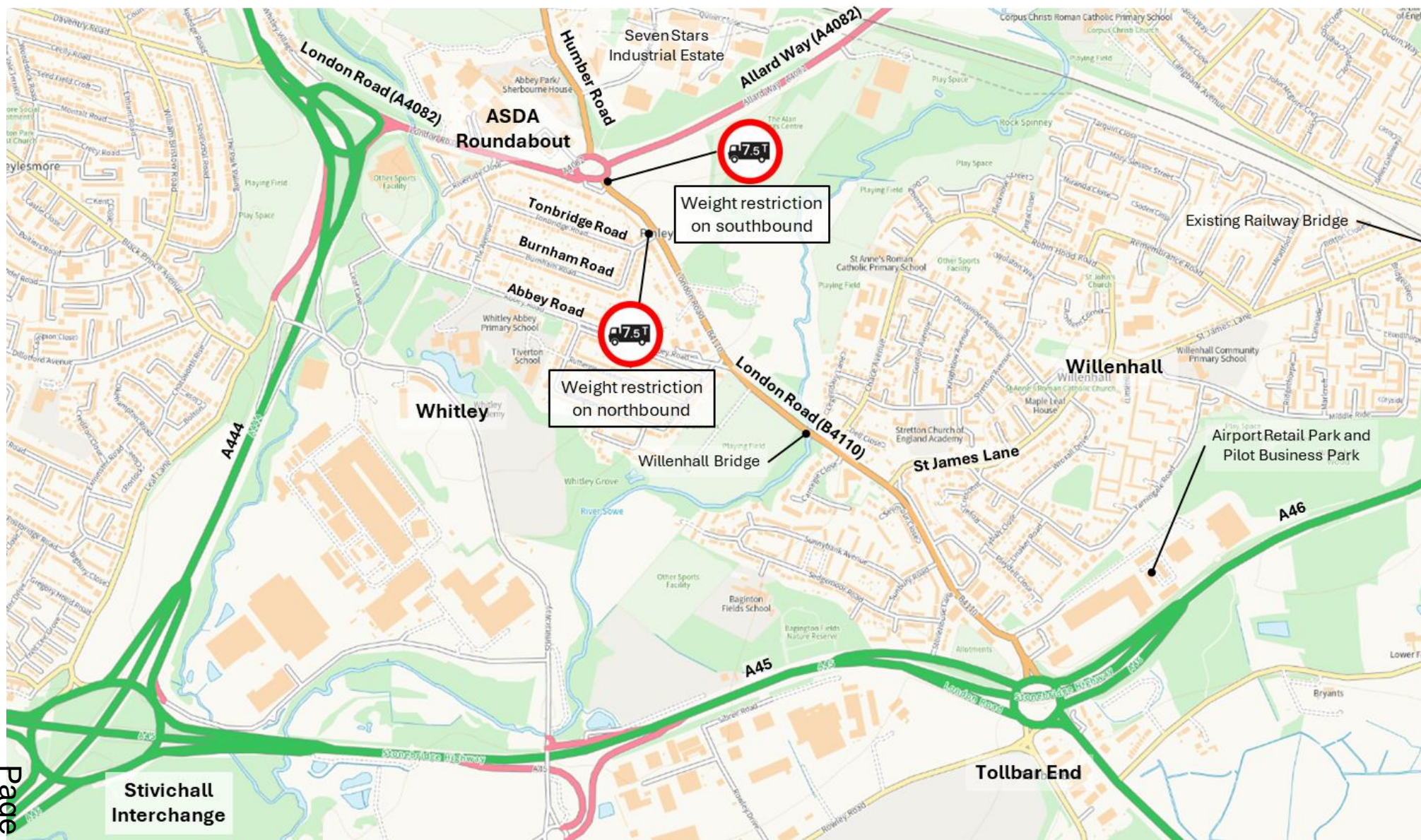
Tel: 024 7697 7371

Email: David.Keaney@coventry.gov.uk

Enquiries should be directed to the above person.

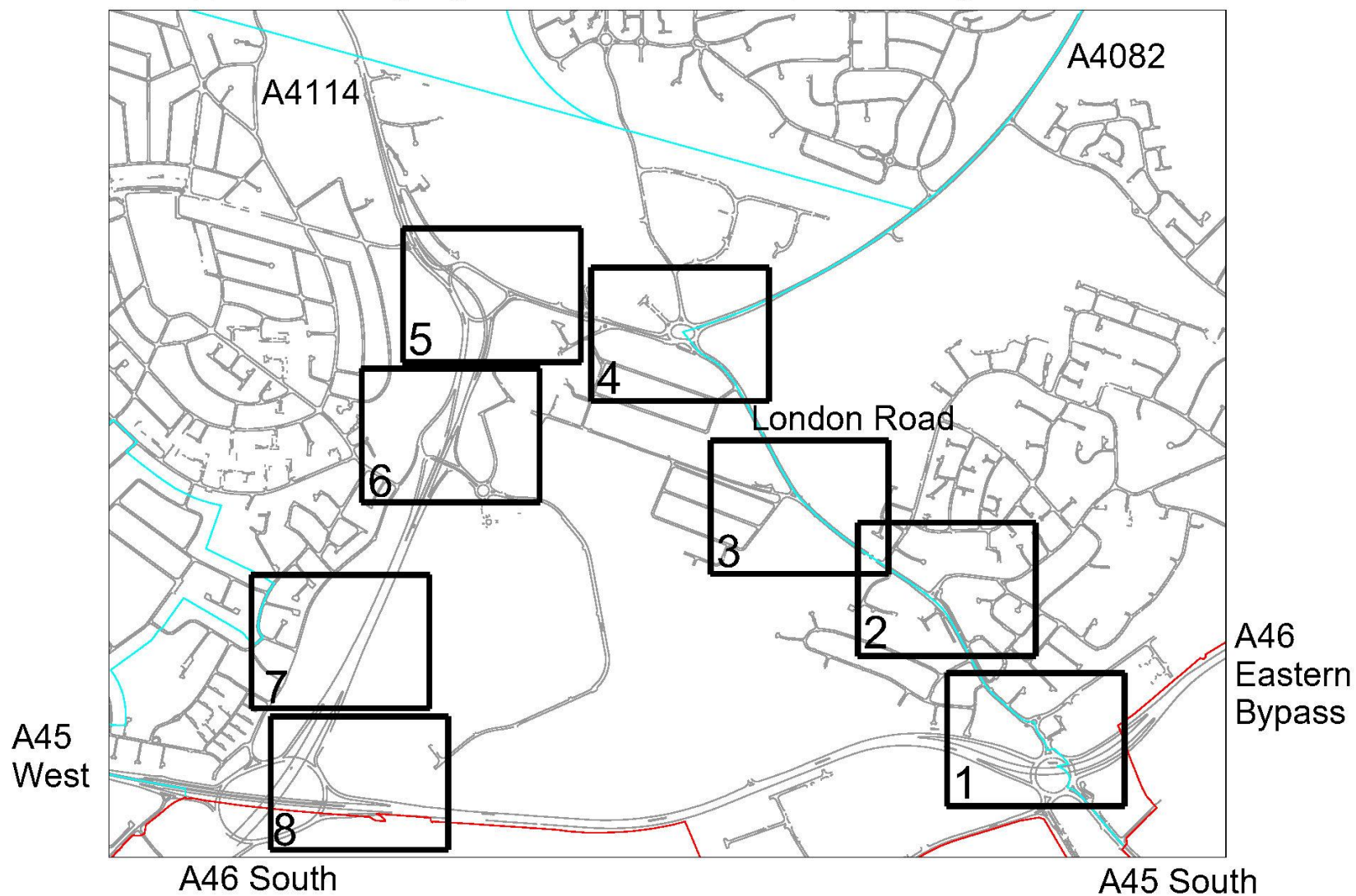
Contributor/approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
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David Keaney	Head of Network Management	Regeneration and Economy	18/08/2025	26/08/2025
Michelle Salmon/ Caroline Taylor	Governance Services Officers	Law and Governance	28/08/2025	28/08/2025
Names of approvers for submission: (officers and members)				
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Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	09/09/2025	10/09/2025
Councillor P. Hetherton	Cabinet Member for City Services	-	29/08/2025	01/09/2025

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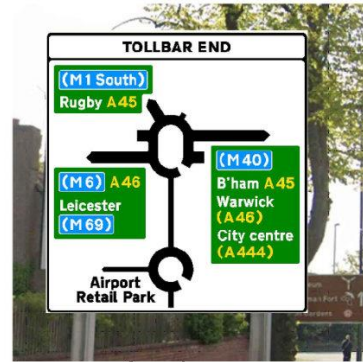


Location of the Proposed Weight Restriction

Appendix B: Signage Scheme for the Proposed Weight Restriction



Replace existing damaged ADS sign under Residual Services Maintenance



Install diag. 818.4 on A-Frame

Install diag. 818.4 on A-Frame or lamp column



Install direction sign on A-Frame or lamp column



A45

Install diag. 818.4 on A-Frame



A46 EASTERN BY-PASS

Cover existing right-turn destinations with new primary plate

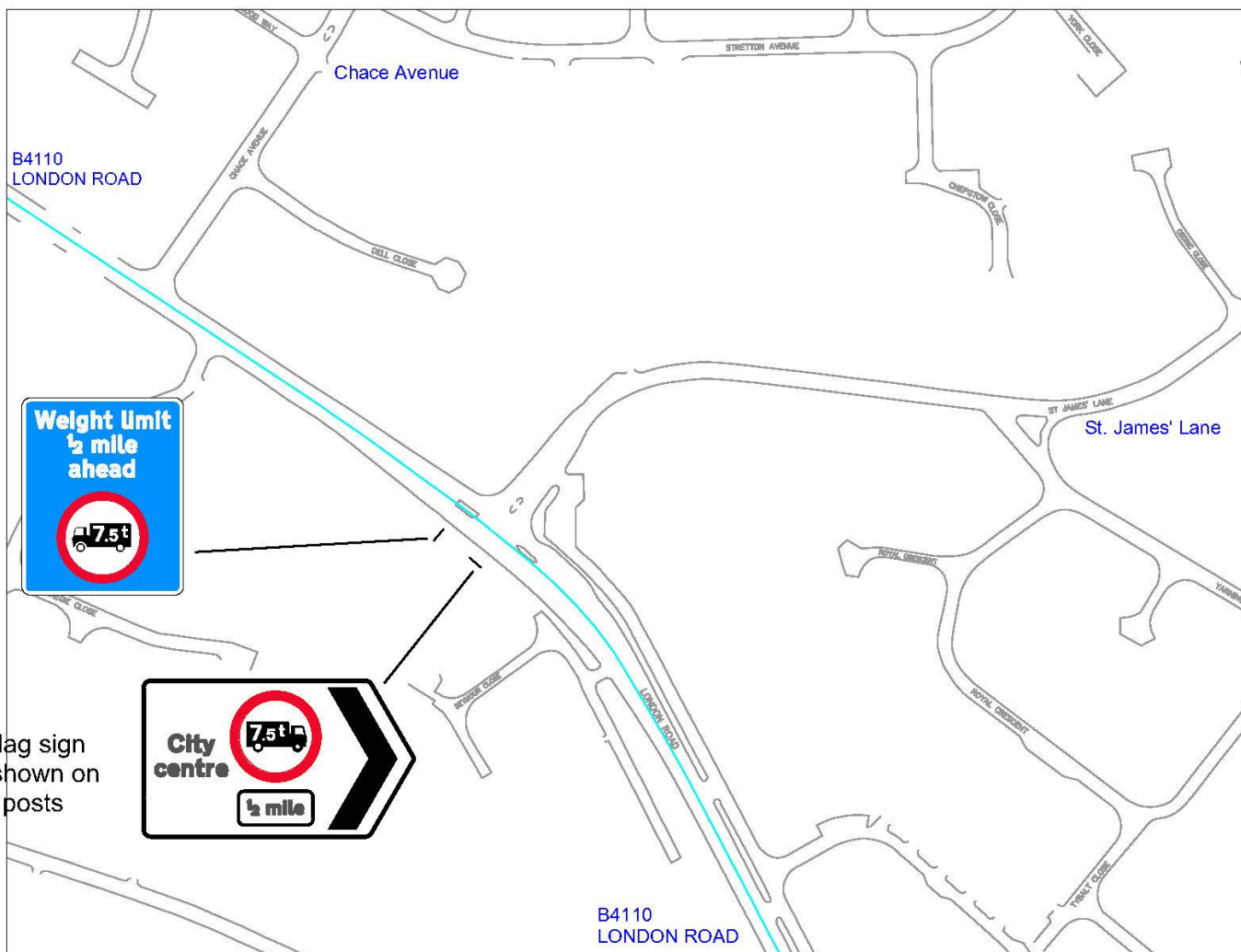
A45 LONDON ROAD

1

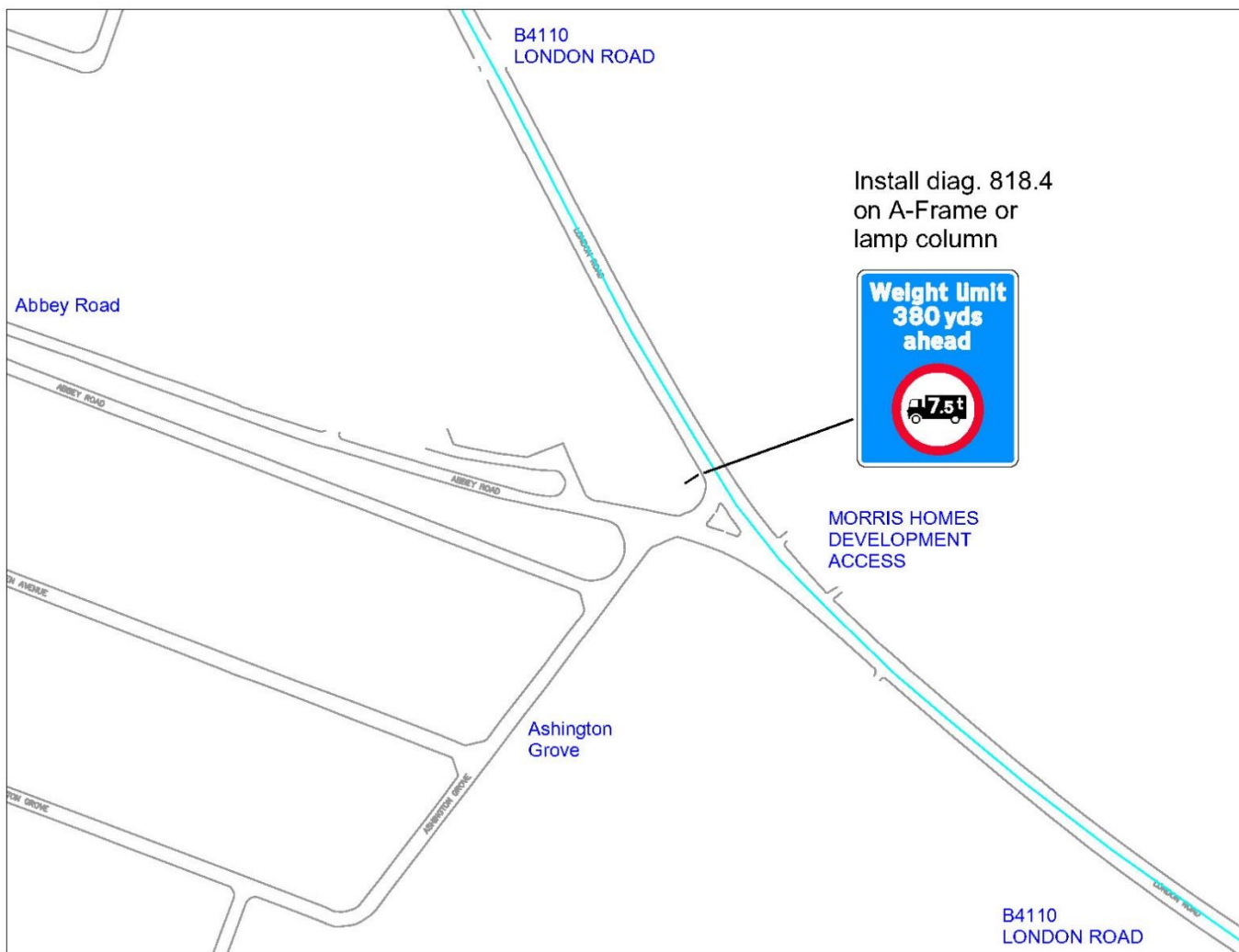
Install diag. 818.4
on A-Frame or
lamp column

Replace existing flag sign
with new sign as shown on
existing extended posts

2



3



5



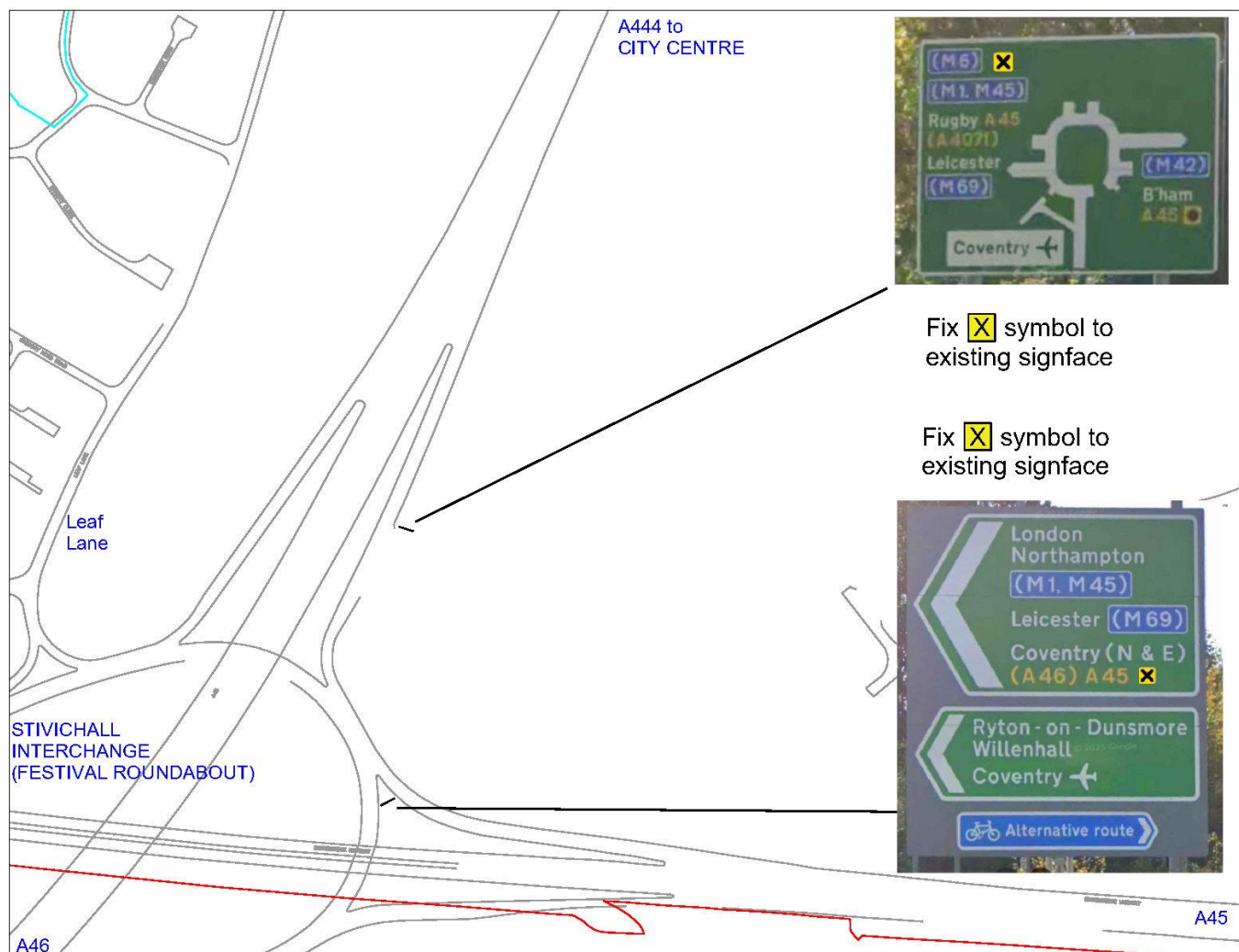
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7

8



Survey on possible weight restrictions on London Road (B4110)

- The businesses in Airport Retail Park, Pilot Business Park, Seven Stars Industrial Estate, on London Road (near Tollbar End and at ASDA Roundabout) were visited on 5th March 2025. Interviews were conducted during the visit where possible. The businesses could also respond to the survey either by email or via the online survey form (set up by Survey Monkey platform). Deadline for response by email or via online survey was 23rd March 2025.
- In the survey, the businesses were asked to answer the following questions:

- What is the name of your business?
- Does the daily operation of your business involve vehicles with gross weight over 7.5 tonnes travelling to/from your premises via London Road (B4110)?
- Approximately, how many trips a week does your business make or receive deliveries from using vehicles with a gross weight of over 7.5 tonnes?
- What is the main purpose of the trips? For example, delivery of goods, transport of plant.
- Approximately, how many of the trips start or end outside the city?
- Approximately, how many of the trips start or end in the Whitley or Willenhall area of Coventry?
- How you think a weight restriction would impact your business?

- Below is the summary of responses on question no. 7:

Location	No of businesses visited	Responded by online form		Responded* (have impact)	Responded * (unsure)	Responded * (no impact)	Not surveyed or no response^	Total
Seven Stars Industrial Estate	26	5		2	4	10	10	26
Airport Retail Park, Pilot Business Park and London Road	27	3		2	9	11	5	27
Total:	53	8		4	13	21	15	53

* Responded either during the visit or via Survey Monkey subsequently

^ The business cannot be reached during the visit and no further response by email or via Survey Monkey is received.

- Detailed response for businesses indicated that their business would be impacted:

Name of Business	How you think a weight restriction would impact your business?
Business A	We are a HGV dealership specialising in repair and maintenance of vehicles over 7.5 tonne. This would affect the business drastically due to access for customers to visit the site from a main entry point at tollbar
Business B	Business mail including NHS letters might be delayed until the following day, if DHL insist on collecting from us earlier because of the longer journey and we will fail SLAs
Business C	massively as our business sells/services over 1000 new and used cars & commercial vehicles per year with at least half of these being delivered on a car transporter

Business D	It would impact our business, as recovery's and transport Lorrie's could not get onsite
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Cabinet Member for City Services

24 September 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Ward(s) affected:

Foleshill, Longford, Westwood, Woodlands

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No.

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 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: edmocracy.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 the end of October 2025.

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

5.1 Financial implications

The cost of parking surveys and Local Network Improvement Plan scheme development work forms part of the approved 2025/26 Local Network Improvement Plan (LNIP) which is funded from the City Region Sustainable Transport Settlement (CRSTS).

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:**

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Enquiries should be directed to the above person.

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Vivian Robert	Traffic & Road Safety Manager	Regeneration and Economy	03/09/25	04/09/2025
Dan O'Neill	Engineer – Traffic Management	Regeneration and Economy	03/09/25	04/09/2025
Paul Bowman	Parking Services Manager	City Services	03/09/25	04/09/25
Caroline Taylor	Governance Services Officer	Law and Governance	03/09/25	04/09/2025
Names of approvers for submission:				
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Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	09/09/2025	10/09/2025
Councillor Patricia Hetherton	Cabinet Member for City Services	-	10/09/2025	11/09/2025

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

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
e05/25-26 & 20/24-25	Cross Road – Residents' Car Parking Scheme	160 & 81	Councillors S Nazir and A S Khan	Determination	The request has achieved the required level of support. Therefore, consideration of the request will proceed to the next stage, namely for parking surveys to be undertaken to ascertain whether the parking availability criteria is met (less than 40% of spaces available during the weekday daytime). However, it should be noted that a residents' parking scheme may not resolve the parking issues if demand for parking from residents exceeds the space available on-street.
e04/25-26	The Glade - Parking Problems	19	Councillor G Ridley	Determination	The petitioners' concerns are noted. However, due to limited budgets, we are unable to fund the creation of additional parking. As part the access road to the garages and a strip of the grass adjacent to it are in private ownership, any works to convert the rest of the grassed area into parking would require the relocation of existing street furniture and would therefore be cost-prohibitive.

e10/25-26	Park Hill Primary School road safety issues	187	N/A	Determination	The location has been included in this year's Local Network Improvement Plan, and a scheme is currently under development. Ward councillors, the school and local residents will be consulted on proposals in due course.
e09/25-26	Eastern Green - Traffic Calming	6	N/A	Determination	Measures in the local area are under development to mitigate the impact of nearby developments. Broad Lane has been added to the list for consideration for inclusion in the safety scheme programme. Locations on the list are prioritised each year according to their collision history. Broad Lane has not yet been prioritised for inclusion in the programme. However, it will continue to be monitored as part of the citywide annual review of personal injury collisions.
e02/25-26	Tile Hill - Traffic Speed Controls	76	Councillor A Jobbar	Determination	It is important that we target road safety measures in the city. We do this using personal injury collision data to ensure the funding we have is used carefully. A review of the recorded personal injury collision history has shown that there was one personal injury collision recorded by the Police on Station Avenue in the last three years and none on the roads highlighted. Therefore, Station Avenue, Tanners Lane & Duggins Lane do not meet the criteria for average speed enforcement, and there are no proposals to introduce 20mph limits on Nailcote Avenue & Conway Avenue. However, improvements are planned at the junction of Duggins Lane and Station Avenue as part of works related to nearby developments, and all

					the roads referred to in the petition will continue to be monitored as part of the annual review of personal injury collisions. As the petitioners are concerned about speeding, they may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Further information is available from the Police by emailing: cvcsw@west-midlands.pnn.police.uk .
e02/25-26	Boar Croft Accessibility	7	Councillor G Ridley	Determination	The petitioners' concerns are noted. However, due to limited budgets, we are unable to fund the creation of additional parking.
6/25-26	Canal Road - Residents Parking Scheme	41	Councillor A S Khan	Determination	The request has achieved the required level of support. Therefore, consideration of the request will proceed to the next stage, namely for parking surveys to be undertaken to ascertain whether the parking availability criteria is met (less than 40% of spaces available during the weekday daytime). However, it should be noted that a residents' parking scheme may not resolve the parking issues if demand for parking from residents exceeds the space available on-street.

7/25-26	Bryn Road Separate Parking Zone	47	Councillor A S Khan	Determination	The Council takes a zonal approach to residents' parking schemes, incorporating adjoining roads in one zone. This helps to reduce the effects of displacement of parking onto adjacent streets and increases the overall amount of on-street parking available during the hours of operation. With regards to the issue of permit misuse referred to in the petition, the Council will actively investigate any such reports. If evidence is found of permit misuse, appropriate action will be taken, including withdrawing permits from use and excluding the culprits from the scheme.
8/25-26	Top Rank, the Burges	1,648	N/A	Determination	The request to create a new taxi rank fronting The Burges/Cross Cheaping as an alternative to the current arrangement on Palmer Lane at the junction of The Burges/Cross Cheaping is noted. Due to existing road widths, it would not be physically possible to install a rank within the current carriageway alignment due to the position of the existing adjacent bus stop clearway. Following submission of a previous petition on the same subject, a site meeting took place in April 2024 with representatives of the Taxi Forum, at which the historic road layout was discussed along with the risks and opportunities associated with the existing and requested location of the rank. Following this meeting a preliminary design for a revised rank on The Burges/Cross Cheaping was prepared and subsequently presented to the Taxi Forum at their meeting in July 2024. The proposed design involved reducing the footway width outside of 2-12 The Burges/Cross Cheaping to create a new recessed taxi rank which had a length of

					<p>approximately 26m and would provide ranking capacity for approximately 5 vehicles. To facilitate this design, the pedestrian footway fronting the properties referenced above would be reduced, however existing trees would be retained. The pedestrian crossing to the southern end of the site would also need to be relocated. The preliminary design has been costed at circa £30,000. This does not include costs associated with utility asset diversion or reinforcement or changes to drainage that may be necessitated by this design. As such it is expected that the total scheme budget would be significantly more than the initial £30,000 cost estimated. Detailed utility and drainage surveys would be necessary to further refine this estimate.</p> <p>Currently, the proposal is unfunded and as such not in a position to proceed. It is therefore proposed to retain the proposed design and to await funding opportunities which may enable it to come forward at a point in the future. It is also noted that works on the adjacent Palmer Lane regeneration scheme are nearing completion and that changes to parking restrictions on The Burges/Cross Cheaping have recently been implemented as part of the ongoing City Centre Traffic Management Plan. These schemes have the potential to impact how traffic and pedestrians use this area and there is clearly benefit in allowing these schemes to be completed, so that their impact can be fully understood before bringing forward further changes to this area. As such it is proposed that officers continue to engage and work positively with representatives</p>
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					of the Taxi Forum concerning their operations in this area, but that plans to bring forward a change in the taxi rank location are deferred until the current phase of works in this location have been completed and it can be demonstrated that both the need remains and that suitable funding is available and secured to enable delivery.
10/25-26	Cobden Street - Residents Parking Permits	21	Councillor S Nazir	Determination	We would not propose a residents' parking scheme for just one side of street. There are also currently no proposals to introduce a one-way system on Cobden Street. It should be noted that converting the street to one-way may encourage higher traffic speeds and would result in increased journey times for residents. However, officers will explore any opportunities to implement measures to mitigate the issues highlighted in the petition as part of any traffic management changes proposed in the area, should such opportunities arise.
29-24/25	Windmill Road, Longford - Prevent HGV Lorries from travelling along this road	14	Councillor L Bigham	Determination	Windmill Road is on the designated lorry route between Aldermans Green Industrial Estate and the A444 & M6 North. There are currently no plans to change this designation. However, the road will continue to be monitored as part of the annual review of personal injury collisions.

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