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### Cabinet Member for City Services

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**Time and Date**

2.30 pm on Wednesday, 5th November, 2025

**Place**

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

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**Public Business**

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 12)
  - (a) To agree the minutes of the meeting held on 24<sup>th</sup> September 2025
  - (b) Matters Arising
4. **Petition e51-24/25 - William Bristow Road - Speed Reduction Displays**  
(Pages 13 - 22)

Report of the Director of Regeneration and Economy

To consider the above petition bearing 23 signatures.

The petition is being sponsored by Councillor R Bailey, a Cheylesmore Ward Councillor, who has been invited to the meeting for the consideration of this item, along with the Petition Organiser.
5. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 23 - 30)

Report of the Director of Regeneration and Economy
6. **Outstanding Issues**

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

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

## **Private Business**

**Nil**

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

Tuesday, 28 October 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) and M Heaven (Shadow Cabinet Member)

## **Public Access**

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**Caroline Taylor / Michelle Salmon, Governance Services Officers,  
Email: caroline.taylor@coventry.gov.uk /  
michelle.salmon@coventry.gov.uk**

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on**  
**Wednesday, 24 September 2025**

Present:

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

Other Members: Councillor S Gray  
Councillors G Lloyd and D Toulson (for the matter in Minute 24)

Employees (by Directorate):

Regeneration and Economy D Keaney, M O'Connell, D O'Neill, J Paterson, V Robert,  
A Saffrey, J Seddon

Law and Governance A Oluremi, M Salmon, C Taylor

## **Public Business**

### **22. Declarations of Interests**

There were no disclosable pecuniary interests.

### **23. Minutes**

The minutes of the meeting held on 23<sup>rd</sup> July 2025 were agreed and signed as a true record.

There were no matters arising.

### **24. Petition e63/24-25 - Community and Residential Parking Provision, Spon End**

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy, that responded to a petition requesting 'sufficient parking promised to the community and residents as part of the Spon End Road widening scheme'. The Petition Organiser, and the Petition Sponsor Councillor J Gardiner, a Sherbourne Ward Councillor, did not attend the meeting.

The petition contained 201 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 determination letter advised that the Council remained 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 was proposed that the car park would be temporary for up to three years, and an application would be required to the Council's Planning Authority for approval. The site had potential for future development but the commitment to provide parking would remain, even if the site was developed.

Councillors G Lloyd and D Toulson attended the meeting and spoke in support of the petition, recognising the impact on the community and on businesses over the years and welcoming the plans for increased parking.

Officers responded to Councillor Lloyd's concerns advising that parking enforcement would continue to take place outside Khushi Grill.

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

- 1) Notes the petitioners' concerns.**
- 2) Endorses the actions detailed in the determination letter to the petition organiser.**

**25. City Centre Cycle Route - Cycleway Designation Report**

The Cabinet Member for 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.

Councillor S Gray welcomed the increase in the city's cycling network.

Officers responded to Councillor Gray's queries, advising the overall scheme ran from Pool Meadow down through Corporation Street and up to Spencer Road, ultimately joining together the Sustrans route through Earlsdon, Spon End, Hill Street, the Coundon Cycleway and through to Upper Well Street.

The Cabinet Member for City Services welcomed the proposals which were safer for cyclists, pedestrians and the environment.

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

- 1) Approves 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) Approves 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) Approves 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) Approves the reallocation of £2,197,690 of funding previously outlined in the Highways Capital Programme as approved by Cabinet on 18 March 2025.**

**26. City of Coventry (Pedestrianised School Street) (Experimental) Orders 2024 - Objection**

The Cabinet Member for City Services, Councillor P Hetherton, considered a report 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 created 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).

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

- School Streets were enforced using ANPR technology. Exemptions to this existed for parents with specific access needs and local residents.
- The initial 4 School Streets had been identified as part of the ATR4 grant received by the Local Authority. Following this, routes had been identified which were not busy through routes due to the impact and need to consider the knock-on effect on the wider traffic network. Consideration had been given to the traffic safety risks and road safety records, active travel potential, locations with a strong level of community support and whether nearby businesses would be affected. Equality considerations: ensuring the needs of all users had also been taken into consideration.

- Finham Primary School and Grange Farm Primary School would be considered in the 2<sup>nd</sup> phase of School Streets.
- Traffic displacement to nearby streets was a concern however, positively, these concerns were largely unfounded.

Officers advised since the publication of the report feedback had been received to amend the morning operation time at the Cardinal Wiseman School Street.

The Cabinet Member for City Services, Councillor P Hetherton, welcomed the scheme, enforcing the importance of safety for the children arriving and departing from the schools.

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

**1) Approves 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) Approves 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, approves 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) Notes 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; including variation to the morning operational time at the Cardinal Wiseman School Street.**

**5) Agrees 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.**

27. **City Of Coventry (Watery Lane, Parish of Allesley)(Prohibition of Driving) Order 2024 - Objection**

The Cabinet Member for City Services, Councillor P Hetherton, considered a report regarding the City of Coventry (Watery Lane, Parish of Allesley)(Prohibition of Driving) Order 2024 –Objection.

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 7<sup>th</sup> 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 9<sup>th</sup> 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.

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



- 1) Considered the objections to the proposed City of Coventry (Watery Lane, Parish of Allesley) (Prohibition of Driving) Order 2024.**
- 2) Approves that the Order as advertised is not implemented and that objectors are informed.**
- 3) Endorses 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.**

**28. Weight Restriction on London Road (B4110)**

The Cabinet Member for City Services considered a report regarding Weight Restriction on the London Road (B4110).

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.

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

- An evidence led approach to usage of the London Road had been taken and cameras deployed at either end of the corridor to collect data on vehicle numbers. The cameras would remain in place for the 18-month period, which would show the impact of the scheme.
- Physical signage would be placed at either end of the corridor and at the point of closure.
- Individual drivers, including lorry drivers would be required to utilise the signage in place as satellite navigation technology did not have the ability to broadcast updates in real time.

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

- 1) Notes 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) Requests 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.**

29. **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.

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

- Reinforcement of the 30mph speed limit on Banner Lane would be undertaken.
- Speed would be monitored along Torrington Avenue as they were concerning.
- A review of the residents parking scheme policy would be undertaken.
- Petition Organisers were notified of the outcome of their petition by Determination Letter.
- A low response to residents parking schemes from residents in some areas of the city was challenging however, work was ongoing with developers to adopt new estate roads to bring them under the control of the council to be managed and maintained.

**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.**

30. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.50 pm)

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Cabinet Member for City Services

5 November 2025

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Director of City Services and Commercial

**Ward(s) affected:**

Cheylesmore

**Title:**

Petition – William Bristow Road – Speed Reduction Displays

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**Is this a key decision?**

No

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**Executive Summary:**

A petition with twenty-three (23) signatures was received requesting speed reduction displays (Vehicle Activated Signs – VAS) on William Bristow Road.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter) rather than a formal report being submitted to a meeting, to be able to deal with the matter more efficiently. 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 locations where there have been six or more personal injury collisions recorded by the Police in the previous three years are considered for inclusion in the safety scheme programme. The latest annual review of recorded personal injury collisions identified forty-eight (48) roads or junctions in the city where there have been six (6) or more recorded personal injury collisions.

A review of the recorded personal injury collision history for William Bristow Road has shown that there were two (2) personal injury collisions recorded by the Police on William Bristow Road in the last three years. Therefore, it does not meet the criteria to be considered for inclusion in the safety scheme programme.

However, noting the concerns of local residents, it was proposed to carry out a speed survey on the road, which has now been completed, and subsequently add the location to the mini speed visor programme, which will see the deployment of a mobile vehicle activated sign of a rolling programme, which will highlight driver speed and aid compliance with the speed limit.

**Recommendations:**

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which have been agreed to be issued by determination letter to the petition organisers as detailed in paragraph 1.6 of the report.

**List of Appendices included:**

Appendix A – Location plan  
Appendix B – Text of Determination Letter  
Appendix C – Speed survey results

**Background Papers:**

None

**Other useful documents:**

None

**Has it been or will it be considered by Scrutiny?**

No

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

No

**Will this report go to Council?**

No

## **Report title:** Petition – William Bristow Road – Speed Reduction Displays

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

- 1.1 A petition with twenty-three (23) signatures (E51-24-25) was received requesting speed reduction displays on William Bristow Road. The petition is sponsored by Councillor R Bailey.

- 1.2 The petition reads as follows:

“We the undersigned petition the Council to implement speed reduction monitors on William Bristow Road. This will ease the reduction in speeding traffic as this road is used as a bus route and a main route cars use to get on to London Road as they are unable to turn right at the top of Daventry Road. I am a resident on William Bristow Road, observing with alarm the increase in speeding vehicles coming from the Mount and traversing up and down our particular neighbourhood. This matter affects not just mine, but every resident's life, especially when we consider the safety of our children at risk. The situation equally mirrors the one on the Mount Road. However, the installation of a speed reduction monitor there has drastically reduced the rate of careless driving. If similar measures are enforced here, it will do much to safeguard our community. According to the Royal Society for the Prevention of Accidents, speed is a contributing factor in 31% of fatal road accidents and 18% of reported accidents have involved exceeding the speed limit (RoSPA, 2020). Therefore, I kindly ask for your backing to implement a speed reduction monitor on William Bristow Road. The happiness, security, and well-being of our neighbourhood depend on action like this being taken, helping to create a safer space for children and all residents. Please sign this petition and support us in reducing speed and increasing safety on William Bristow Road.”

- 1.3 William Bristow Road is a local distributor road situated between The Mount and Black Prince Avenue. It is subject to a 30mph speed limit and is located in Cheylesmore Ward. A location plan is shown in Appendix A to the report.
- 1.4 In accordance with the City Council's procedure for dealing with petitions, those relating to parking and road safety are heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by letter (determination letter). The petition organiser has requested that the issue be considered at a Cabinet Member for City Services meeting.
- 1.5 A review of the most recent three full year personal injury collision statistics indicate that there have been two (2) recorded collisions on William Bristow Road. Speed surveys have now been conducted in June 2025 in line with the actions set out in the determination letter. The average weekday speeds recorded on the road are as follows:  
Northbound – 26.7 mph; Southbound – 26.4 mph. These speeds are in line with speeds typically seen and anticipated on a road with a 30mph speed limit.
- 1.6 Based on the available evidence as outlined above, and recognising the concerns expressed by the local community through the submitted petition, William Bristow Road has been added to the Council's mini speed visor programme which will see

the deployment of a temporary mobile vehicle activated sign. These signs are deployed across the city in response to concerns raised over speeding by local residents and are rotated on a rolling programme to sites in order to highlight driver speed and aid compliance with the speed limit. We have found these signs to have a positive impact on driver behaviour and we would welcome the input of the petition lead to determine the appropriate position/s along the road for the deployment of this sign.

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

- 2.1 The recommended actions in response to the issues raised have already been agreed and are detailed in paragraph 1.6 of this report.

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

- 3.1 No formal consultation has been undertaken.

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

- 4.1 William Bristow Road has been added to the mobile vehicle-activated speed sign programme.

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

### **5.1 Financial implications**

The cost of adding this location to the mobile vehicle activated signage programme will be funded from the Local Network Improvement Programme from the City Region Sustainable Transport Settlement (CRSTS).

### **5.2 Legal implications**

There are no legal implications connected with the recommended action (paragraph 1.6 of the report).

Section 39 of the Road Traffic Act 1988 requires the Council to investigate road accidents involving vehicles and to develop a rational programme of measures (such as the Safety Scheme programme) for preventing their recurrence.

## **6. Other implications**

### **6.1 How will this contribute to the One Coventry Plan?**

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

N/A

### **6.2 How is risk being managed?**

N/A



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

None

**6.4 Equalities / EIA?**

No specific equalities impact assessment has been carried out.

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

None

**6.6 Implications for partner organisations?**

None

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

Dan O'Neill

Engineer – Traffic and Road Safety

**Directorate:**

Regeneration and Economy

**Tel and email contact:**

Tel: 024 7697 2486

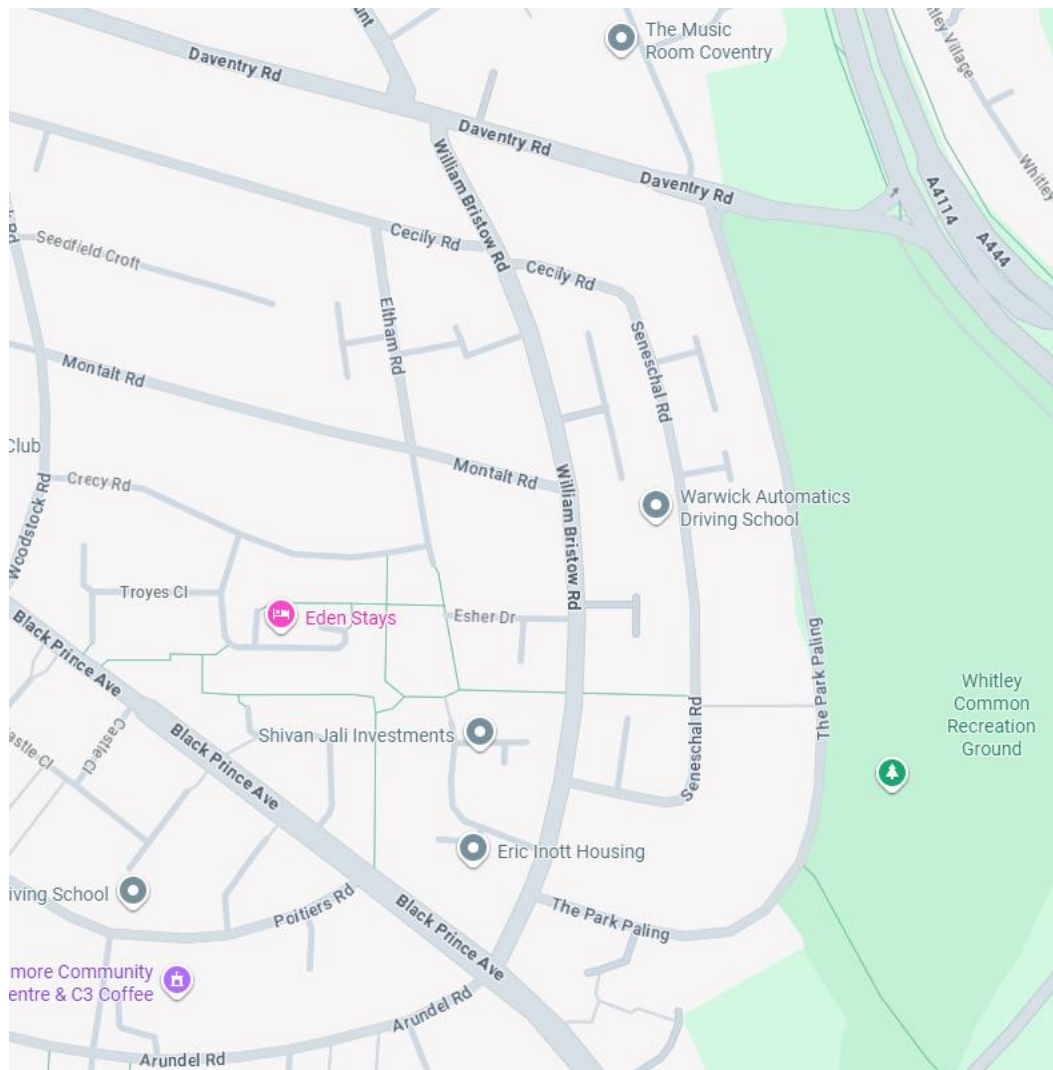
Email: dan.o'neill@coventry.gov.uk

Enquiries should be directed to the above person.

<b>Contributor/ approver name</b>	<b>Title</b>	<b>Directorate</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
David Keaney	Head of Network Management	Regeneration and Economy	07/10/2025	08/10/2025
Vivian Robert	Traffic & Road Safety Manager	Regeneration and Economy	07/10/2025	08/10/2025
Michelle Salmon/Caroline Taylor	Governance Services Officers	Law and Governance	7.10.25	8.10.25
<b>Names of approvers: (officers and members)</b>				
Helen Williamson	Finance Manager	Finance		
Rob Parkes	Team Leader, Legal Services	Law and Governance	07/10/2025	9.10.2025
John Seddon	Strategic Lead – Policy & Innovation	Regeneration and Economy, Transport and Innovation	08/10/2025	08/10/2025
Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	15/10/2025	16/10/2025
Councillor P Hetherton	Cabinet Member for City Services	-	20/10/25	21/10/25

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## Appendix A – Location plan



## **Appendix B – Text of Determination Letter**

I am writing with regard to the above petition and your request for vehicle-activated speed limit signs on William Bristow Road.

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

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

Locations where there have been six or more personal injury collisions recorded by the Police in the previous three years are considered for inclusion in our safety scheme programme. The latest annual review of recorded personal injury collisions identified 48 roads or junctions in the city where there have been six or more recorded personal injury collisions.

A review of the recorded personal injury collision history for William Bristow Road has shown that there were two personal injury collisions recorded by the Police on William Bristow Road in the last three years. Therefore, it does not meet the criteria to be considered for inclusion in the safety scheme programme.

However, noting the concerns of local residents, it is proposed to carry out a speed survey on the road. Should the survey results support it, the location will be added to the mini speed visor programme, which will see the deployment of a mobile vehicle activated sign which will highlight driver speed and aid compliance with the speed limit.

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

## Appendix C – Speed survey results – William Bristow Road

Survey date: 11 June 2025 – 19<sup>th</sup> June 2025

Location	Direction	Weekday Average Speed (mph)	Weekday 85th percentile speed (mph)
William Bristow Road – between Montalt Road and Esher Drive	Northbound	26.7	31.7
	Southbound	26.4	30.6

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Cabinet Member for City Services

5 November 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, Foleshill, Henley

**Title:**

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

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**Is this a key decision?**

No.

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**Executive Summary:**

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management, road safety and highway maintenance issues are considered by the Cabinet Member for City Services.

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

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

In light of this, at the meeting of the Cabinet Member for Public Services on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions are deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member for Public Services (now 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](http://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 November 2025.

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

##### **5.1 Financial implications**

The cost of pedestrian 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 legal implications as a result of the contents of 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:**

Martin Wilkinson  
Senior Officer - Traffic Management

**Directorate:**

Regeneration and Economy

**Tel and email contact:**

Tel: 024 7697 7139  
Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

<b>Contributor/ approver name</b>	<b>Title</b>	<b>Directorate</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
David Keaney	Head of Network Management	Regeneration and Economy	16/10/25	21/10/25
Vivian Robert	Traffic & Road Safety Manager	Regeneration and Economy	16/10/25	17/10/25
Caroline Taylor	Governance Services Officer	Law and Governance	16/10/25	16.10.25
<b>Names of approvers for submission:</b>				
John Seddon	Strategy Lead – Policy and Innovation	Regeneration and Economy	16/10/25	16/10/25
Sunny Heer	Lead Accountant	Finance and Resources	16/10/25	16/10/25
Rob Parkes	Team Leader, Legal Services	Law and Governance	16/10/25	20/10/25
Andy Williams	Director of Regeneration and Economy	Regeneration and Economy	21/10/25	23/10/2025
Councillor Patricia Hetheron	Cabinet Member for City Services	-	23/10/25	27/10/25

This report is published on the council's website:

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

<b>Petition No.</b>	<b>Petition Title</b>	<b>No. of signatures</b>	<b>Councillor Sponsor</b>	<b>Type of letter to be sent to petition organiser(s) and sponsor</b>	<b>Actions agreed</b>
15/25-26	CCTV and Parking - Ena Road and Newland Road	88	N/A	Determination	Due to limited budgets, we are unable to remove the planters to create additional parking. However, we will assess the location to see if the double yellow lines can be amended to permit parking on the tarmacked area between the planters. We will update the petition organiser with the outcome of our investigations once they are complete. The request for CCTV to be installed to monitor anti-social behaviour will be referred to the Cabinet Member for Policing & Equalities for his consideration.
E13-25/26	Hollyfast Lane, Pikers Lane and along Wall Hill Road - Traffic Calming Measures	257	Cllr B Christopher	Determination	Following concerns raised by the local community, a review of speed limits across the rural Allesley Parish has been undertaken and options to reduce speed limits in recognition of road characteristics and usage are being developed. This will see reduced speed limits promoted on an area-wide basis including on Wall Hill Road, Pikes Lane and Hollyfast Lane. It is anticipated that we will be able to share proposals with Ward Councillors and residents over the next two months, and we will subsequently bring forward proposals alongside the recently approved experimental Prohibition of Driving restriction for Watery Lane, work on which is ongoing.

<b>Petition No.</b>	<b>Petition Title</b>	<b>No. of signatures</b>	<b>Councillor Sponsor</b>	<b>Type of letter to be sent to petition organiser(s) and sponsor</b>	<b>Actions agreed</b>
E14-25/26	Keresley Road - Pedestrian Crossing	146	N/A	Determination	<p>In recognition of this request, a detailed pedestrian crossing survey will be undertaken to assess the level of usage and current desire lines. From this, the feasibility of providing a crossing facility will be assessed, mindful of the existing constrained nature of this part of the highway which includes vehicle accesses, bus stops and is in close proximity of the junction with The Scotchill.</p> <p>As part of this proposal, opportunities to address obstructive U-turn traffic movements at the junction with Kelmscote Road will also be assessed and traffic surveys commissioned to identify if a restriction on this movement would aid the flow of traffic on Keresley Road.</p> <p>If the survey shows that a crossing and restriction would be justified, the location will be added to the list for consideration for inclusion in a future year's Local Network Improvement Plan.</p>

<b>Petition No.</b>	<b>Petition Title</b>	<b>No. of signatures</b>	<b>Councillor Sponsor</b>	<b>Type of letter to be sent to petition organiser(s) and sponsor</b>	<b>Actions agreed</b>
E15-25/26	Shilton Lane, Lentons Lane and Woodway Lane - Install Traffic Safety Measures	221	N/A	Determination	<p>A junction improvement scheme has been developed for the junction of Shilton Lane, Lentons Lane and Woodway Lane. These enhancements, which include central refuges, bollards and signing and lining enhancements, are intended to aid safety and the operation of this junction, reducing the speed of vehicle turning at the junction. The scheme has been designed to be implemented quickly, and officers are working to deliver these enhancements as a priority.</p> <p>A second phase of enhancements are currently being considered for the remainder of Shilton Lane and will focus on initiatives to aid speed compliance. Officers will work closely with colleagues at West Midlands Police to support the development of proposals which will subsequently be put forward for prioritisation for funding as part of the next round of the Local Network Improvement Programme, due to commence in April 2026.</p>