
Cabinet Member for City Services

Time and Date

2.00 pm on Wednesday, 29th July, 2026

Place

Council House, Earl Street, Coventry CV1 5RR

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 8)
 - (a) To agree the minutes of the meeting held on 1 July 2026
 - (b) Matters Arising
4. **Petition E49/25-26 - Stop Work on the Bus Gate in Green Lane** (Pages 9 - 18)

Report of the Interim Director of Economic Growth.

To consider the above petition bearing 612 signatures. The Petition Organiser has been invited to the meeting for the consideration of this item.
5. **Proposed Variation to Hackney Carriage Fares and Authorisation to Advertise** (Pages 19 - 24)

Report of the Director of Law, Governance and Safer Communities.
6. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 25 - 36)

Report of the Interim Director of Economic Growth and the Interim Director of City Services.
7. **Outstanding Issues**

There are no outstanding issues

8. Any other items of Public Business

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

Private Business

Nil

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

Tuesday, 21 July 2026

Note: The person to contact about the agenda and documents for this meeting is Caroline Taylor / Asher Veness, Governance Services Officers, Email: caroline.taylor@coventry.gov.uk / asher.veness@coventry.gov.uk

Membership: Councillors P Hetherton (Cabinet Member), P Akhtar (Deputy Cabinet Member) and M Lapsa (Shadow Cabinet Member)

Public Access

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**Caroline Taylor / Asher Veness, Governance Services Officers,
Email: caroline.taylor@coventry.gov.uk /
asher.veness@coventry.gov.uk**

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.00 pm on
Wednesday, 1 July 2026

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor P Akhtar (Deputy Cabinet Member)
Councillor D McCann (substitute for Cllr M Lapsa)

Other Members: Councillor J Innes (for the matter in Minute 6)

Employees (by Service
Area):

Regeneration & Economy

D Keaney, V Robert, J Seddon

Law, Governance & Safer
Communities

R Parkes, C Taylor, A Veness

Apologies: Councillor M Lapsa (Shadow Cabinet Member)

Public Business

1. Declarations of Interests

There were no disclosable pecuniary interests.

2. Minutes

The minutes of the meeting held on 15 April 2026 were agreed and signed as a true record.

There were no matters arising.

3. Petition e34/25-26 - New Zebra Crossing on Nod Rise next to bridge over the brook

The Cabinet Member for City Services considered a report of the Interim Director of Economic Growth, that responded to a petition requesting that the Council introduce a zebra crossing on Nod Rise, adjacent to the bridge over the brook.

The petition contained 134 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.

Since the issue was first assessed, officers had submitted a bid for external funding for the first phase of a wider active travel and greenspace scheme along Guphill-Brookstray corridor. This proposal included the relocation of the existing

pedestrian path away from the river and bridge structure, which had the potential to improve pedestrian visibility at this location.

The Petition Organiser, who was unable to attend the meeting, had provided a statement which the Place Team Leader, Legal Services read out.

In response, officers advised Belisha beacons would provide adequate conspicuity however, they would not make a difference at the requested location as there were several constraints which would mean a zebra crossing would be unsafe. Officers advised a further funding opportunity had arisen for schemes related to the National Cycle Network, which may bring improvements to the area. It was hoped the outcome of the funding streams would be known by late summer/early autumn.

RESOLVED that the Cabinet Member for City Services:

- 1. Note the petitioners' concerns regarding the request for a controlled crossing facility on Nod Rise.**
- 2. Note that, based on current highway conditions, a controlled crossing facility is not considered appropriate at the requested location due to restricted visibility.**
- 3. Note the submission of a funding bid for the first phase of a wider Guphill-Brookstray corridor scheme, which includes the potential to improve pedestrian visibility at this location through the realignment of the existing path.**
- 4. Agree that the petition be considered concluded at this stage, subject to any future opportunities that may arise through the progression of the wider scheme.**

4. Petition e27-25/26 - New footpath between Pickford Green and Eastern Green

The Cabinet Member for City Services considered a report of the Interim Director of Economic Growth, requesting the provision of a new footway along Pickford Green Lane to improve pedestrian access between new housing developments and Eastern Green, citing safety concerns arising from the absence of a dedicated footway.

The petition contained 97 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.

Following investigation, the Council confirmed that extending the existing footway was not feasible due to significant physical and environmental constraints, including the need for land acquisition. Instead, enhanced pedestrian and cycle

links would be delivered through the Eastern Green Sustainable Urban Extension (SUE), although the delivery timescale was not yet defined.

In the interim, public rights of way M226 and M226a provided an alternative walking route. A survey had identified minor remedial works required on these paths, which were scheduled for delivery in summer 2026. Additional measures to improve safety on Pickford Green Lane were being progressed, including a proposed reduction to a 30mph speed limit and new signal-controlled junction, both expected to be implemented within the 2026/27 financial year.

Public transport options had also been reviewed. While no bus services currently operate along Pickford Green Lane, future opportunities would be supported by a proposed bus gate linking the SUE to the Lane. Discussions with Transport for West Midlands and National Express were ongoing to explore future service enhancements. Demand responsive transport through the West Midlands On Demand service may offer interim flexibility for some residents.

Whilst a new footway on Pickford Green Lane could not be delivered at this time, a programme of interim measures, including enhancements to existing public rights of way, planned road safety improvements, and continued engagement with public transport partners would support safer and more accessible travel for residents until the full Eastern Green SUE infrastructure was implemented.

The Petition Organiser, who was unable to attend the meeting, provided a statement which the Place Team Leader, Legal Services read out.

In response to the Cabinet Members' concerns, officers undertook to investigate the possibility of reducing the speed limit to 20mph in the Church Lane/St Andrews School areas.

It was noted that a review into the use of 20mph speed limits had been commissioned across the city, details of which would be brought to a future meeting.

RESOLVED that the Cabinet Member for City Services:

1. Note the petitioners' concerns

2. Approve the phased approach set out within the report to address the concerns raised.

5. Petition 12-24/25 - Remove the Parking Permit Scheme from Zone WG

A paper petition with 322 signatures was received requesting the removal of the Zone WG residents' parking scheme on the Gleneagles Road and Norton Hill Drive estate.

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. Due to a procedural error, there had been a delay in the petition being considered by the Cabinet Member.

The introduction of a residents' parking scheme required the support of at least 60% of affected households. Therefore, a request for the removal of a residents' parking scheme required the same level of support. The level of support on each road ranges from 32% to 58%. Across the zone as a whole, 51% of households signed the petition and it therefore did not meet the above criterion.

Recommendations:

RESOLVED that the Cabinet Member for City Services :

- 1. Note the petitioners' request.**
- 2. Defer the decision to a future Cabinet Member for City Services meeting.**

6. Petition e30-25/26 - Abercorn Road urgent action on speeding and parking issues

The Cabinet Member for City Services considered a petition containing 145 signatures titled "*Abercorn Road urgent action on speeding and parking issues*", requesting action on concerns regarding vehicle speeds and parking behaviour, particularly in the vicinity of All Souls Primary School.

The issues highlighted were investigated and a determination letter was issued on 23 April 2026 setting out the Council's initial response.

Following the issue of the determination letter, the petition organisers indicated that they did not accept the outcome and requested that the matter be considered by the Cabinet Member for City Services.

Speed surveys undertaken as part of the investigation and showed that the overall 85 percentile speed in both directions is 24mph which is in the expected region for roads of this function. Higher speeds of up to 32.6mph were recorded around midnight; however, this is based on a very low flow of traffic within that hour period.

There have been no recorded personal injury collisions on Abercorn Road in the last three years. However, the road will continue to be monitored as part of the citywide annual review of personal injury collisions.

Multiple site visits to observe speeds and parking behaviours confirmed that a proportionate, phased approach is appropriate, focusing on improving parking, visibility, and safety in the vicinity of the school.

As a first step, in response to the parking concerns raised, School Keep Clear (SKC) markings have been advertised in May 2026. Objection period ended 11th June, and no objections were received on the proposals.

To complement the SKC markings and signs, while 'School' warning signs are already present in the immediate vicinity of the school, additional advance road markings (TSRGD 545) will be considered at appropriate upstream locations to provide earlier awareness to drivers approaching the site. This will allow drivers to

adjust speed and behaviour in advance of reaching the school environment, supporting improved safety during peak periods. The precise location of road markings will be determined through site assessment to ensure optimal visibility and effectiveness.

Councillor J Innes attended the meeting and spoke on behalf of the petitioners, expressing concerns around the following:

- The safety of the children, their families and staff at All Souls Primary School and the residents.
- Parking for school drop off and pick up was challenging due to the number of dropped kerbs in the vicinity.
- The right-angled bend adjacent to All Souls school which greatly visibility.

Councillor Innes welcomed the traffic calming measures detailed in the report, the suggestion of Splitter Islands and called for a 20mph speed limit to be introduced. In addition, Councillor Innes requested 2 post-supported flashing School Warning Signs be introduced on Abercorn Road, one towards the junction with Kingsland Avenue and one towards the junction with Maudslay Road.

In response to the Cabinet Members concerns, officers undertook to investigate increasing the enforcement team attendance in the area if necessary.

RESOLVED that the Cabinet Member for City Services:

- 1. Note the petitioners' concerns.**
- 2. Approve the phased approach to addressing parking and safety concerns as set out in this report.**

7. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member for City Services considered a report of the Director of Regeneration and Economy in respect of petitions received relating to the portfolio of the Cabinet Member.

In June 2015, amendments to the Petitions Scheme, which formed part of the Constitution, were approved in order to provide flexibility and streamline current practice. This change had reduced costs and bureaucracy and improved the service to the public. These amendments allowed for a petition to be dealt with or responded to by letter without being formally presented in a report to a Cabinet Member meeting.

In light of this, at the meeting of the Cabinet Member (formerly Cabinet Member for Public Services) on 15 March 2016, it was approved that a summary of those petitions received which were determined by letter, or where decisions were deferred pending further investigations, be reported to subsequent meetings of the Cabinet Member, 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 endorsed the actions being taken by officers as set out in Section 2 and Appendix A of the report, in response to the petitions received.

8. **Outstanding Issues**

There were no outstanding issues.

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

There was no other public business.

(Meeting closed at 2.56 pm)

Cabinet Member City Services

29 July 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Interim Director for Economic Growth

Ward(s) affected:

Finham

Title:

Petition to Stop work on the Bus Gate in Green Lane

Is this a key decision?

No

Executive summary:

This report relates to a petition, sponsored by Councillor Mattie Heaven, containing 612 signatures and entitled “Stop work on the bus gate in Green Lane” which states: -

“We the undersigned petition the Council to instruct there will be no further work to be carried out on the bus gate in Green Lane until a suitable construction access route has been agreed and made public to the Kings Hill development and until detailed building plans have been made available and also made public. Called for by Finham Parish Council”.

The works in question are on Coventry’s highway network and are connected with the Kings Hill development site, which is in Warwick District. The Kings Hill development was granted outline planning permission 24/12/2021 by WDC. Two access points to the site are on, or impact on, Coventry’s local highway network, and these have been the subject of planning applications to the City Council. The bus gate forms one of these access points, on Green Lane, and was granted planning permission 24/12/2021. The bus gate will provide access to the Kings Hill Development Site for Public Transport, pedestrians and cyclists only.

The developer, Lioncourt, has commenced work on the construction of the bus gate in line with the planning permission that has been granted. This work is being undertaken in advance of works starting on the main development site itself, but the City Council has made it clear that the bus gate is not intended for any other vehicles, particularly construction vehicles. The main site will be developed in due course, and several conditions will need to be discharged, by Warwick District Council, before it can proceed. One condition relates to the Construction Management Plan for the Kings Hill Site. The City Council will be consulted on this plan prior to it being approved and will certainly oppose the use of Green Lane by construction traffic associated with the Kings Hill development.

The Green Lane Works will be undertaken by the Councils Direct Labour Organisation, on behalf of Lioncourt, giving the Council direct control over the Construction management under the provisions of a legally binding highway works agreement. Even so, several stipulations have been requested, and agreed, relating to the movement of construction vehicles and clearing of mud from the highway, to ensure Highway safety.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1. Advise the Lead Petitioner on why the works are being undertaken following grant of the planning permission by both Warwick District Council and Coventry City Council, together with progress on development and traffic management steps being taken to deliver the works.**

List of Appendices included:

Appendix 1 – Bus Gate Location Plan

Background papers:

None

Other useful documents

Warwick District Council Planning Application, W/18/0643, for the wider housing site, outside of Coventry's Boundary, <https://planningdocuments.warwickdc.gov.uk/online-applications/applicationDetails.do?keyVal= WARWI DCAPR 80909&activeTab=summary>

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petition to Stop work on the Bus Gate in Green Lane

1. Context (or background)

- 1.1. A planning application for a development on land at King's Hill Lane, Planning Ref: W/18/0643, was submitted, to Warwick District Council, March 2018. Planning permission was granted by WDC on 24/12/2021, granting outline planning permission for the development of up to 2,500 dwellings, 4,000m² of mixed-use floorspace (A1, A2, A3, A4, A5, B1, C2, D1 and D2), primary school, secondary school, open space and associated infrastructure.
- 1.2. The developer, Lioncourt Homes, has since discharged several planning conditions including the signing of a S106 agreement. This is considered a substantial start, and the planning permission is considered extant and has no time limits for when it is to be delivered.
- 1.3. A further planning permission was required with the City Council, Planning Ref: FUL/2018/0842, for the proposed installation of two new highways access junctions on land west of Green Lane and the junction of Saint Martins Road / Green Lane / Howes Lane, as this land sits in Coventry.
- 1.4. The application was granted planning permission 24/12/2021 and required the applicants to make a substantive start on the works within five years. The deadline for making a start is December this year, and it is the works on the proposed Bus Gate on Green Lane which will be used to satisfy the time limits imposed by the permission.

2. Options considered and recommended proposal

- 2.1. Access strategy for the Kings Hill Development was a key part of both of the 2018 planning applications, particularly with officers at the City Council seeking to balance the needs of access for all modes of transport and the needs of existing residents particularly those on Green Lane.
- 2.2. The final agreed position on both applications was for the provision of a Bus Gate Arrangement for Green Lane. This allows public transport to be extended into the site easily while protecting Green Lane from having a direct access for the development. It also means that bus services serving the Kings Hill site will also be able to continue serving the communities on Green Lane, providing continued access to bus services for existing residents whilst also enabling easy access to bus services for residents of the new Kings Hill development.
- 2.3. Both applications were subject to several public consultations and the views of a number of stakeholders was taken into account as the development passed through planning.
- 2.4. The Coventry application was purely for the required highway works. Due to the size of the works the Construction Management Plan was combined in the Highway works Agreements rather than condition.

- 2.5. Initially, concerns were raised regarding the Construction Management Plan, particularly in relation to the absence of restrictions on delivery times given the site's proximity to two schools, the provision of wheel washing facilities, the potential transfer of mud, water and other deleterious materials onto the public highway, and the location of operative parking.
- 2.6. However, discussions have been ongoing, and the following has now been confirmed:
- All works will be undertaken during school holidays. In the event that works extend into term time, delivery restrictions will be implemented such that no deliveries will take place during school drop-off and collection periods (08:30–09:15 and 15:00–16:00 on weekdays during term time).
 - The works will be limited to the installation of a replacement bell mouth junction on the existing highway, including the replacement of kerbstones and highway surfaces.
 - No significant groundworks are proposed. There will be no large-scale excavations that would result in HGVs operating in muddy conditions, as may be expected on a housing development site. A road sweeper will be available on standby during working hours to clear any debris, although its use is anticipated to be minimal.
 - The works will be carried out by the Council's Direct Labour Organisation (DLO). As such, the contractors will be working directly for the City Council and will be fully aware of our standards, expectations and requirements. The Highway Development Control team therefore maintains a greater level of oversight than would typically be the case with contractors operating under developer supervision. For clarity, it is an offence under Sections 148 and 151 of the Highways Act 1980 to deposit mud, debris or other deleterious material on the public highway, and all agreements entered into with the Highway Development Control team include provisions to enforce this.
 - Operative vehicles will be accommodated within the main site boundary.
- 2.7. For the main housing site, W/18/0643, a condition on the Construction Management Plan is in place and prior to the works commencing this will need to be approved by Warwick District Council in consultation with the City Council. The priority at this stage will be to ensure that construction traffic and traffic management does not have an adverse impact on Coventry's network, and that construction traffic does not use Green Lane to access the main development site.

3. Results of consultation undertaken

- 3.1. Public consultations, with residents and relevant stakeholders were undertaken for both the Warwick District and Coventry Planning Applications.

- 3.2. Results of these consultations and representations formed part of the planning reports associated with the applications and considered in the decision making process.

4. Timetable for implementing this decision

- 4.1. Current plans for works have been delayed to allow this petition to be considered. It is still intended that the majority of the works will be undertaken during the summer school holidays, but the delay means that some work will spill over into September. The conditions discussed above will be required.

5. Comments from Director of Finance and Resources and Director of Law, Governance and Safer Communities.

5.1. Financial Implications

There are no direct financial implications arising from this report.

5.2. Legal Implications

There are no legal implications connected with the recommendations set out in this report

6. Other implications

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

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

The One Coventry Plan has been taken into account with the progression of this development, post the plans publication. In particular, the provision of the public transport improvement will support the city's economic recovery and enabling long-term growth, delivering a sustainable, low carbon transport system, ensuring equality of opportunity and maximising health and wellbeing and reducing health inequalities, which are very closely aligned with those that are described in the One Coventry Plan.

6.2. How is risk being managed?

The bus gate will be subject to the Council's usual governance and risk management arrangements. As mentioned above the works are now going to be delivered by the DLO giving the Council direct control over the progression of the works and the Construction Management elements of the scheme.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA?

No Impact.

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

The decarbonisation of the transport system is at the heart of the Coventry's Transport Strategy, with delivering a sustainable, low carbon transport system being one of its four core objectives. The works subject to this petition will support the provision of new residents on the Kingshill development and add resilience to the services currently available to existing residents.

Schemes of this nature are critical to enable Coventry City Council to achieve its carbon emissions reduction targets and the objectives of the emerging Climate Change Strategy and One Coventry Plan.

6.6. Implications for partner organisations?

None

Report author(s):
Neil Benison MICE
Transport Planning Manager.

Service Area:
Policy and Innovation

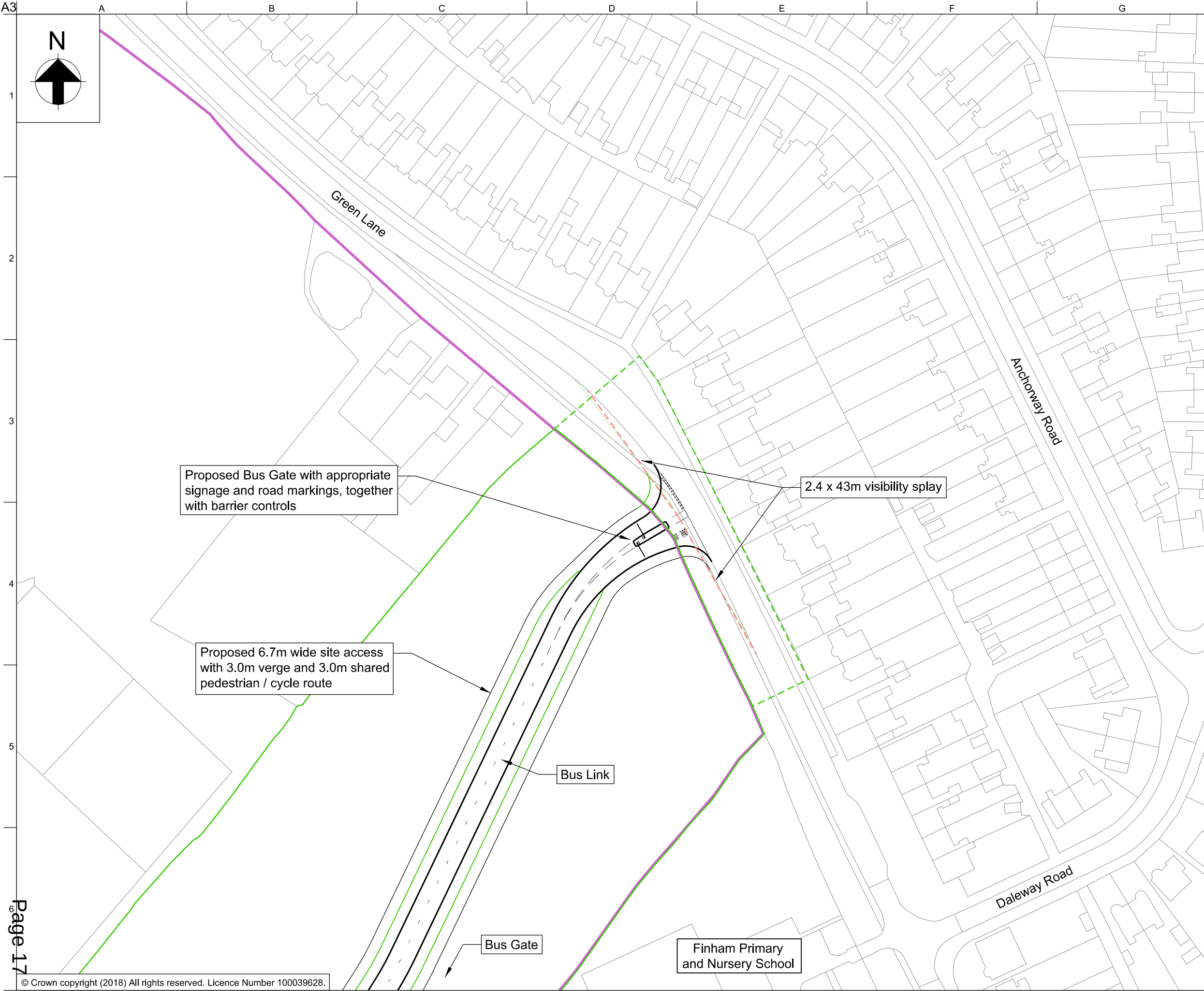
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Enquiries should be directed to the above person

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Caroline Taylor	Governance Services Officer	Law, Governance & Safer Communities	10 July 2026	10 July 2026
Legal: Rob Parkes	Place Team Leader, Legal Services	Law, Governance & Safer Communities	10 July 2026	13 July 2026
John Seddon	Strategic Lead, Policy and Innovation	Regeneration and Economy	10 July 2026	10 July 2026
Names of approvers for submission: (officers and members)				
Finance: Ewan Dewar	Head of Finance	Finance	10 July 2026	13 July 2026
Legal: Oluremi Aremu	Head of Legal and Procurement Services	Law, Governance & Safer Communities	13 July 2026	16 July 2026
Director: Steve Weir	Director of Economic Growth	-	15 July 2026	15 July 2026
Members: Councillor P Hetherton	Cabinet Member for City Services	-	10 July 2026	13 July 2026

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Note:

1. Access for buses / emergency vehicles only via barrier controls, or other appropriate technology.

- Key:**
- Outline Application Area
 - Full Application Area
 - CCC / WCC Boundary
 - Junction Visibility Splay

02	11/12/18	NS	PS	PS
Highway Layout Updated				
01	27/03/18	NS	PS	PS
First Issue				
Issue	Date	By	Chkd	Appd

ARUP

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Client
Lioncourt Strategic Land Ltd

Job Title
Kings Hill Park, Coventry

**Proposed Bus Gate
(No General Site Access)**

- Green Lane (South)

Scale at A3 1:1000	
Discipline Transport Planning	
Job No 247389-00	Drawing Status Information
Drawing No Figure 2.11	Issue 02

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Cabinet Member for City Services

29th July 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Law, Governance and Safer Communities

Ward(s) affected:

All Wards

Title:

Proposed Variation to Hackney Carriage Fares and Authorisation to Advertise

Is this a key decision?

'No – Although the matter will affect all Wards in the City, it is not anticipated that the impact will be significant'

Executive Summary:

This report seeks approval to advertise a proposed variation to Coventry's Hackney Carriage Fare Tariff Table following a request from Unite Union, as representatives of the Coventry taxi trade. The proposal would retain the existing start fares but reduce the initial distance and time covered by those fares, resulting in fares moving to the next increment sooner. If approved, the proposed variation will be advertised in accordance with the statutory process, allowing a 14-day period for objections. Any objections received will be reported back to the Cabinet Member for consideration before a final decision is made; if no objections are received, the revised tariff will be implemented.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Consider the proposed fare increase submitted by Unite Union, as representatives of the Coventry taxi trade.
2. Approve the proposal, subject to statutory advertisement and consideration of any objections received.

List of Appendices included:

Appendix A – 2022 Hackney Carriage Fare Table

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:

Proposed Variation to Hackney Carriage Fares and Authorisation to Advertise

1. Context (or background)

- 1.1 Hackney Carriage fares are regulated by the City Council, with the most recent increase implemented in August 2022 (2022 Hackney Carriage Fare Table at Appendix A). While the Council does not have powers to directly regulate private hire fares, it is customary in Coventry for private hire fares to reflect Hackney Carriage fares. The regulation of Hackney Carriage fares is intended to protect passengers who hire taxis from the street or a rank, where there is limited opportunity to negotiate the fare.
- 1.2 Unite Union, as representatives of the Coventry taxi trade, has requested a variation to the Hackney Carriage Fare Tariff Table.

2. Options considered and recommended proposal

- 2.1 It is proposed to reduce the initial distance covered by the starting fare from 0.922 km to 0.76 km, and to reduce the initial waiting time covered from 4.5 minutes, or part thereof, to 3.7 minutes, or part thereof. The starting fares would remain unchanged at £3.80 for daytime journeys, £4.60 for night-time journeys and £4.90 for bank holiday journeys.

Although the starting fare would remain the same, passengers would reach the next fare increment sooner. This would result in an increase in the overall fare payable for daytime journeys.

3. Results of consultation undertaken

- 3.1 Unite Union (the Coventry taxi trade representatives) have been consulted and given their preferred fare rate.

4. Timetable for implementing this decision

- 4.1 It is proposed that the fare variation is advertised in accordance with the statutory process. If objections are received, these will be reported to a further Cabinet Member meeting for consideration on 15 September 2026. If no objections are received, the revised meter rate will be programmed during the week commencing 7 August 2026.

5. Comments from Director of Finance and Resources and Director of Law, Governance and Safer Communities

- 5.1 Financial implications

The report is concerning the fares charged by the driver to customers, of which the Council does not receive any revenue. Taxi Licensing is ring fenced; the office is funded by licences and other charges by the licensed drivers, vehicle proprietors and operators. At this point the Council does not have any data to suggest that an increase, decrease or the fares remaining the same will have an impact on the numbers of licensed drivers, vehicle proprietors and operators continuing to be licensed and applying for licences.

5.2 Legal implications

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 sets out the statutory process for varying Hackney Carriage fares. This requires public notice of the proposed changes and a 14-day period for objections. Any objections received must be considered by the Cabinet Member before the proposed fare changes, or any alternative variation, can be implemented.

6. Other implications

None

6.1 How will this contribute to the One Coventry Plan

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

The proposal supports the One Coventry Plan by helping to maintain safe, accessible and reliable taxi services for residents, visitors and businesses. This contributes to safer communities, improved access to services and a more active and vibrant city.

6.2 How is risk being managed?

Through established reporting and governance arrangements.

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

None

6.6 Implications for partner organisations?

The proposed variation is expected to support safe, available and good-value taxi services in Coventry, benefiting partner organisations and others who rely on taxis to support access, transport and community safety.

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

Mick Coggins, Senior Licensing & Enforcement Officer

Directorate:

Law, Governance and Safer Communities

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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Debbie Cahalin-Heath	Strategic Manager – Regulation & Communities	Law, Governance and Safer Communities	30/06/2026	06/07/2026
Davina Blackburn	Strategic Lead – Regulation & Communities	Law, Governance and Safer Communities	06/07/2026	17/07/2026
Caroline Taylor	Governance Services Officer	Law, Governance and Safer Communities	08/07/2026	08/07/2026
Names of approvers for submission: (officers and members)				
Finance: Richard Shirley	Lead Accountant	Law, Governance and Safer Communities	08/07/2026	08/07/2026
Legal: Syeda Ahmed	Barrister Regulatory Team	Law, Governance and Safer Communities	08/07/2026	14/07/2026
Director: Julie Newman	Director of Law, Governance and Safer Communities	Law, Governance and Safer Communities	08/07/2026	13/07/2026
Members: Cllr Hetherton	Cabinet Member for City Services		06/07/2026	16/07/2026

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HACKNEY CARRIAGE FARES IN COVENTRY

1. For journeys commencing and ending within the City of Coventry

Unless a lower fare is agreed before the journey starts:

	Day-Time (6am to 10pm)	Night-Time (10pm to 6am)	Holidays (See below)
For the first 0.922 Km (Approx. ⁶ / ₁₀ mile) or 4.5 minutes (or part)	£3.80	£4.60	£4.90

Then for every 0.162 Km (Approx. ¹ / ₁₀ mile) or 48 seconds (or part)	30p	30p	35p
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When the speed is below approximately 8 miles per hour only the time charge applies.

Soiling/Cleaning Charge: £40

Holidays	Christmas (6pm 24 Dec to 6am 27 Dec)	Easter Sunday & Monday May Day Bank Holiday Spring Bank Holiday Summer Bank Holiday (For 24 hours starting at 00.00am on the day)
	New Year (6pm 31 Dec to 6am 2 Jan)	

2. For journeys ending outside the City of Coventry

The law does not permit a taxi driver to charge more than the price shown on the meter (which will be calculated at the rates shown above) unless the journey ends outside the City boundary and you and the driver have agreed a different fare BEFORE the journey commences.

IN CASE OF COMPLAINT - Note the driver's badge number & taxi number and Telephone 024 7683 2183 or write to the Taxi Licensing Office, Whitley Depot, 259 London Road, Coventry CV3 4AR or email: taxi.licensing@coventry.gov.uk
AUGUST 2022

Cabinet Member for City Services

29 July 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth and Interim Director of City Services

Wards affected:

Bablake, Cheylesmore, Earlsdon, Foleshill, Tile Hill & Canley, Radford, Whoberley, Woodlands

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No

Executive Summary:

In accordance with the Council's procedure for dealing with petitions, those relating to traffic management and road safety 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 traffic management and road safety and how officers propose to respond to them.

Recommendations:

Cabinet Member for City Services is recommended to:

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

List of Appendices included:

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

Background Papers

None

Other useful documents:

Cabinet Member for Policing and Equalities Meeting 18 June 2015 - Report: Amendments to the Constitution – Proposed Amendments to the Petitions Scheme
A copy of the report is available at: edemocracy.coventry.gov.uk.

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

1. Context (or background)

- 1.1 In accordance with the Council's procedure for dealing with petitions, those relating to traffic management and road safety 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 and 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 the 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 August 2026.

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

5.1 Financial implications

There are no financial implications as a result of the contents of this report.

5.2 Legal implications

There are no legal implications as a result of the contents of this report.

In line with the Council's procedure for dealing and responding to petitions bearing 5 or more signatories, the Council is required to inform the public on how it plans to deal with the petition.

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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Economic Growth

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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:				
David Keaney	Head of Network Management	Economic Growth	7/7/26	8/7/26
Vivian Robert	Traffic and Road Safety Manager	Economic Growth	7/7/26	8/7/26
Tim Wetherhill	Parks & Open Spaces Manager	City Services	7/7/26	10/07/26
Caroline Taylor / Asher Veness	Governance Services Officers	Law, Governance and Safer Communities	7/7/26	7/7/26
Names of approvers for submission:				
John Seddon	Strategic Lead – Policy & Innovation	Economic Growth	13/07/26	13/07/26
Mark O'Connell	Acting Strategic Lead – Operations & Delivery	City Services	13/07/26	14/07/26
Xiao-Ming Hu	Lead Accountant	Finance and Resources	13/07/26	14/07/26
Cath Crosby	Lead Accountant	Finance and Resources	14/07/26	14/07/26
Rob Parkes	Team Leader, Legal Services	Law, Governance and Safer Communities	13/07/26	14/07/26
Steve Weir	Interim Director	Economic Growth	14/07/26	15/07/26
Mark Adams	Director	City Services	14/07/26	15/07/26
Councillor Patricia Hetherton	Cabinet Member for City Services	-	15/07/26	16/07/26

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

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

Petition No.	Petition Title	No. of signatures	Councillor Sponsor	Type of letter to be sent to petition organiser(s) and sponsor	Actions agreed
e71-25/26	Whoberley Avenue, Maudsley Road - 20mph Zone	38	N/A	Determination	The request for new 20mph limits is acknowledged. A review of the use of 20mph speed limits within the city is currently under development. Once completed, and any subsequent policy changes approved, Whoberley Avenue and Maudsley Road will be included on the request list for assessment against the prioritisation criteria for a new reduced 20mph speed limit.
e73-25/26	Brookside Ave / Wildcroft Rd Junction	146	N/A	Determination	A road safety scheme incorporating the junction of Brookside Avenue and Wildcroft Road is currently under development following a recent site visit with ward councillors where concerns raised by the local community regarding driver behaviour at the junction has been highlighted. The scheme being developed will include measures to improve visibility and driver compliance of the priorities at the junction and as such are expected to positively contribute to addressing the concerns raised by the local community.
e76-25/26	Improve Crossing Safety at Bottom of Hearsall Lane/Allesley Old Rd	28	N/A	Determination	The concerns raised within the petition are acknowledged. In response, in order to improve the visibility of the signals to approaching traffic, the leftmost traffic light unit will be relocated to the central island to make it more conspicuous to

					approaching drivers. In addition, to reduce the risk of vehicles running a red signal and encroaching on the crossing prior to the pedestrian phase, the period between the end of the green light for vehicles and the start of the green man for pedestrians will be extended. This will provide more time for vehicles to clear the crossing and create an enhanced crossing opportunity for pedestrians.
e67-25/26	Restore Safe and Accessible Paths in Ten Shilling Wood & Park Wood (Canley)	50	N/A	Determination	The Urban Forestry Team have been working to firstly assess the condition of the woodland paths and then to work with colleagues to organise sufficient clearance of them. As a result, all main paths have been cleared of fallen trees. Other repair works will continue by the Urban Ranger Team who are aware of some necessary minor bridge repairs and will be carrying them out in the coming few weeks. Works to cut back encroaching bramble and saplings from the designated disability route in Park Wood will be carried out by external contractors very soon. Once completed, access to all paths will be restored.
e70-25/26	Aldbourn Road - Parking Permit Petition	8	N/A	Determination	A residential development has been approved on the adjacent Sandy Lane Business Park. The Section 106 Agreement associated with the planning permission requires the Applicant to fund a new zonal residents' parking scheme on neighbouring streets. Final details of the scheme need to be agreed however, the contribution requested allows for the inclusion of Aldbourn Road. Introducing a stand-alone scheme on Aldbourn Road in advance is likely to generate

					displacement on to neighbouring roads and as such is not something that the Council would support. The Applicant of the Sandy Lane development is required to pay the contribution for the new zonal scheme prior to commencement of development therefore, it is anticipated that the scheme will come forward in advance of any future occupation of the Sandy Lane development site, at which time a statutory notice will be advertised on site advising local residents of the proposed introduction of the scheme. The statutory legal process includes a 21-day period during which interested parties could object. Any objections received would then be considered by the Council's Cabinet Member for City Services for a decision on how to proceed.
e69-25/26	Richard Seedhouse Drive - Yellow Lines	71	N/A	Determination	Whilst this request is acknowledged, it is noted that Richard Seedhouse Drive is not currently adopted and remains as a private road. As such, in the first instance, a request for double yellow lines at the junction with Browns Lane would need to be submitted by the landowner/developer, who would fund the introduction of the lines and associated Traffic Regulation Order as part of the future adoption of the road. Separately, the concerns raised within this petition will be shared with the Council's team reviewing and undertaking the technical approval process associated with the future adoption of this road.

e72-25/26	The Chesils - Traffic Calming	163	N/A	Determination	The concerns regarding this road are acknowledged and the Council are keen to support local residents and address the concerns that have been raised. An initial review of this location has identified opportunities to enhance the existing road markings at both the junction of The Chesils and Dillotford Avenue and also The Chesils and Knoll Drive. Through the introduction of revised lining the operation of the junctions will be enhanced and will improve driver compliance with the priorities at each junction. Subsequently, a speed survey will also be commissioned in the autumn to assess speed compliance along the road and opportunities to provide an additional vehicle activated speed compliance sign to complement existing signage will be considered. Data collected through this survey will be shared with the Police to enable them to determine if the location would benefit from localised enforcement or community speed watch type activity. The data will also be used to support further investigations to identify if the road would benefit from any additional measures to aid speed compliance. If so, these will be put forward for consideration as part of the 2027-28 Local Network Improvement Plan prioritisation process.
e75-25/26	Road Surface and Safety on Widdrington Road	51	N/A	Determination	Whilst the matters raised in this petition are acknowledged, it is noted that a scheme to resurface Widdrington Road has recently been completed which has enhanced the surface of the road in line with residents' requests. As part of that scheme, revised road markings were installed which are expected to aid the operation

					and safety of the road. Whilst initial investigations of the road safety record of Widdrington Road have shown that the recorded road safety record over the most recent full three year period is good, mindful of the concerns raised within the petition, further investigations will be undertaken, including additional traffic surveys to inform an assessment of the request for traffic calming measures and a pedestrian crossing facility on Widdrington Road. Any measures identified will subsequently be put forward for consideration as part of the 2027-28 Local Network Improvement Plan prioritisation process.
e01-26/27	George Elliot Road - Residents Parking Permit Scheme	53	N/A	Determination	Introducing a residents' parking scheme only on George Elliot Road is likely to result in the displacement of parking into neighbouring streets. Therefore, there are no current proposals to introduce such a scheme. Any future scheme would need to come forward as part of a wider zonal approach if it was to be considered. It would also require the support of at least 60% of affected households, as stated on the Council's website (https://www.coventry.gov.uk/residentsparking).
e35-25/26	Install bollards to stop vehicles driving on the green space on Jardine Crescent and to install parking bays similar to Charter Avenue	6	Councillor Lapsa	Determination	The open spaces at Jardine Crescent are managed by the Parks & Open Spaces Team now and we are looking to improve the security of it for issues like parking vehicles and traveller encampments. We have worked with colleagues in the Highways Team to form an outline design to build parking bays and to form preventative measures to prevent any vehicles from accessing

					the wider open space but, we have no available funding for the project at this time.
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