
Cabinet Member for City Services

Time and Date

2.00 pm on Tuesday, 15th September, 2026

Place

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 5 - 10)
 - (a) To agree the minutes of the meeting held on 29th July 2026
 - (b) Matters Arising
4. **Proposed Hackney Carriage Vehicle Fare Changes - Consideration of Representations** (Pages 11 - 20)

Report of the Director of Law, Governance and Safer Communities.

Officers: M Coggins, D Cahalin-Heath
5. **Petition e67-25/26 - Restore Safe and Accessible Paths in Ten Shilling Wood & Park Wood (Canley)** (Pages 21 - 28)

Report of the Interim Director of City Services

To consider the above petition bearing 50 signatures

The petition organiser has been invited to the meeting for the consideration of this item.

Officer: T Wetherhill

6. **Petition e56-25/26 - Cemetery Footpath** (Pages 29 - 34)

Report of the Interim Director of City Services

To consider the above petition bearing 69 signatures

The petition is being organised and 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.

Officers: S Elliott, M Thomas, T Wetherhill

7. **Petition e47-25/26 - Remove the Mini Roundabout on Lower Eastern Green Lane** (Pages 35 - 44)

Report of the Interim Director of Economic Growth

To consider the above petition bearing 63 signatures. The Petition Organiser has been invited to the meeting for the consideration of this item.

Officers: Traffic Management

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations** (Pages 45 - 54)

Report of the Interim Director of Economic Growth

9. **Outstanding Issues**

There are no outstanding issues

10. **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

Monday, 7 September 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) and P Akhtar (Deputy Cabinet Member)

By invitation: Councillor M Lapsa (Shadow Cabinet Member)

Public Access

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

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

This page is intentionally left blank

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.00 pm on
Wednesday, 29 July 2026

Present:

Members: Councillor P Hetherton (Cabinet Member)
Councillor P Akhtar (Deputy Cabinet Member)

Other Members: Councillor M Lapsa (Shadow Cabinet Member)
Councillor M Heaven (for the matter in Minute 12)

Employees (by Directorate):

Regeneration & Economy N Benison, D Keaney, R Little, J Seddon, T Wetherhill

Law, Governance & Safer Communities S Bennett, D Cahalin-Heath, M Coggins, C Taylor

Also in attendance: Councillor P Davies, Finham Parish Council
A Caplan, Savills UK
A Faizey, Lioncourt Strategic Land

Public Business

10. Declarations of Interests

There were no disclosable pecuniary interests.

11. Minutes

The minutes of the meeting held on 1 July 2026 were agreed and signed as a true record.

There were no matters arising.

12. Petition E49/25-26 - Stop Work on the Bus Gate in Green Lane

The Cabinet Member for City Services considered a report of the Interim Director of Economic Growth, that responded to a petition requesting the Council to carry out no further work on the bus gate in Green Lane until a suitable construction access route had been agreed and made public to the Kings Hill development and until detailed building plans had been made available and also made public.

The petition contained 612 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 works in question were on Coventry's highway network and were connected with the Kings Hill development site, which was in Warwick District. The Kings Hill development was granted outline planning permission on 24/12/2021 by Warwick District Council. 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.

The bus gate would provide access to the Kings Hill development site for public transport, pedestrians and cyclists only.

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

The Petition Organiser and Councillor Heaven attended the meeting and spoke in support of the petition, raising the following concerns:

- Despite questions from Finham Parish Council as to why the bus gate on Green Lane was necessary, answers had not been received.
- Lack of information and clarity on the Kings Hill CMP and no confirmation of a suitable construction access route; the only current access being off Green Lane.
- Additional traffic on Green Lane was creating additional road safety concerns for residents especially as there were two schools in the area.
- Finham Parish Council were not being kept informed of the progress of the development.
- Traffic leaving the development should do so at the junction of Kings Lane, not via Green Lane.
- Despite only buses being permitted to use the bus gate, pollution would still be emitted by them.
- An ancient hedgerow and a well established and old tree near to Green Lane had been cut down despite local objections.

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

- The bus gate on Green Lane was necessary in order to serve the Kings Hill development by public transport in the most effective way possible whilst maintaining access to public transport for current communities.
- Access to the bus service by residents of Green Lane and the surrounding area would be lost if the access off Green Lane was used by traffic to access the development. The purpose of the bus gate was to enable buses to link the Kings Hill development with the existing local community and ultimately run into the city centre in the most efficient way.
- Construction traffic for the Kings Hill development would be managed by a CMP which would object to any construction traffic using Green Lane to and

from the site. Construction traffic would use the A46 from the Stoneleigh Road.

- The development was at outline approval stage and the CMP would be included in a forthcoming Reserved Matters Application (RMA).
- It was hoped work on the bus gate would be undertaken during the school summer holidays.
- A phased CMP would be tied directly to each RMA over the project's lifecycle.
- Statutory consultees were formally consulted and asked to feed into the process and the results of these public consultations were published on the WDC and CCC websites.

Officers addressed the Cabinet Member's safety concerns regarding pupils at Finham Primary School, clarifying that the proposed bus gate would have no direct impact on the school. As buses already operated on Green Lane, the project would not introduce additional traffic. Furthermore, general development construction vehicles would be strictly prohibited from using Green Lane and the only construction vehicles permitted would be those directly building the bus gate.

Officers advised that they would exercise their statutory enforcement powers as a highways authority if necessary and would collaborate with Warwick District Council to ensure a coordinated, cross-boundary approach.

Representatives of Savills UK and Lioncourt Strategic Land also attended the meeting to recognise and alleviate the concerns of Finham Parish Council and provide assurance regarding construction traffic routing.

The Cabinet Member stressed the need for ensuring lines of communication remained open between the developers, Finham Parish Council and residents in the area moving forward.

RESOLVED that the Cabinet Member for City Services advise the lead petitioner on why the works are being undertaken following a 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.

13. Proposed Variation to Hackney Carriage Fares and Authorisation to Advertise

The Cabinet Member for City Services considered a report of the Director of Law, Governance and Safer Communities, seeking 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 would be advertised in accordance with the statutory process, allowing a 14 day period of objections. Any objections received would be reported back to the Cabinet Member for consideration before a final decision was made. If no objections were received, the revised tariff would be implemented.

RESOLVED that the Cabinet Member for City Services:

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

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

The Cabinet Member for City Services considered a report of the Interim Director of Regeneration and Economy and the Interim 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 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.

E67-25/26 – Restore Safe and Accessible Paths in Ten Shilling Wood & Park Wood (Canley)

The Cabinet Member noted that upon receipt of the Determination Letter, the Petition Organiser requested a report to Cabinet Member for City Services. Officers advised the report would be brought to the next Cabinet Member for City Services meeting on 15th September 2026.

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.

15. Outstanding Issues

There were no outstanding issues.

16. Any other items of Public Business

There was no other public business.

(Meeting closed at 3.00 pm)

This page is intentionally left blank



Cabinet Member for City Services

15th September 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:

To consider representations to the Proposed Variation of Hackney Carriage Fares

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:

Following a Cabinet Member for City Services report on the 29th July 2026 and two weeks of advertising, this report seeks the Cabinet Member's approval to implement a proposed variation to Coventry's Hackney Carriage Fare Tariff Table, following a request from Unite Union, as representatives of the Coventry taxi trade, subject to objections in this report. 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.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Consider the representations attached.
2. Having considered the representations received during the statutory consultation period, approve the proposed variation to the Hackney Carriage Fare Tariff Table, as set out in this report, on the basis that the proposal represents a reasonable and proportionate adjustment which supports the continued provision of safe, accessible and reliable taxi services in Coventry.

List of Appendices included:

Appendix A – 2022 Hackney Carriage Fare Table

Appendix B – Representations received during the consultation period

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:**To consider representations to the Proposed Variation of Hackney Carriage Fares****1. Context (or background)**

- 1.1 The Council regulates Hackney Carriage fares, last increased in August 2022 (Appendix A). Although private hire fares are not directly regulated, they usually reflect Hackney Carriage fares in Coventry. Fare regulation protects passengers who hire taxis from the street or a rank, where there is limited scope to negotiate.
- 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 The proposal is to keep the current starting fares the same but reduce the distance and waiting time included within those fares. The initial distance would reduce from 0.922 km to 0.76 km, and the initial waiting time would reduce from 4.5 minutes, or part of a minute, to 3.7 minutes, or part of a minute. The starting fares would remain £3.80 for daytime journeys, £4.60 for night-time journeys and £4.90 for bank holiday journeys.

As a result, passengers would reach the next fare increment sooner, which would increase the overall fare payable for journeys.

3. Results of consultation undertaken

- 3.1 Unite Union, as representatives of the Coventry taxi trade, was consulted and provided its preferred fare rate. The proposed fare variation was also advertised for 14 days from 7th August 2026 in the Observer, on the Council's website and at the Council House. Disability groups, passenger organisations and taxi licence holders were also contacted.
- 3.2 Three representations were received: one in support of the increase, one objecting to it and one where the position is unclear. These representations are included at Appendix B.
- 3.3 As an objection has been received the Cabinet Member must consider the representations.

4. Timetable for implementing this decision

- 4.1 If approved, the revised taxi meter rate will be programmed during the week commencing 28th September 2026. The updated fare tariff would take effect once the meter changes have been completed.

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

- 5.1 Financial implications

The proposed fare variation relates to charges paid directly by passengers to licensed drivers; the Council receives no income from these fares. Taxi Licensing is ring-fenced and funded through licence fees and related charges paid by licensed drivers, vehicle proprietors and operators. There is currently no evidence to suggest that a fare increase, reduction or no change would affect licence numbers or future applications.

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 representations. Any representations 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, accessible and reliable taxi services in Coventry, benefiting partner organisations and service users who depend on taxis for transport and access to services.

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

Mick Coggins
Senior Licensing & Enforcement Officer

Service Area:

Law, Governance and Safer Communities

Tel and email contact:

024 7683 2297
Mick.Coggins@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Debbie Cahalin-Heath	Strategic Manager – Regulation & Communities	Law, Governance and Safer Communities	24/08/2026	01/09/2026
Caroline Taylor	Governance Services Officer	Law, Governance and Safer Communities	01/09/2026	02/09/2026
Names of approvers for submission: (officers and members)				
Richard Shirley	Lead Accountant	Law, Governance and Safer Communities	01/09/2026	03/09/2026
Syeda Ahmed	Barrister Regulatory Team	Law, Governance and Safer Communities	01/09/2026	02/09/2026
Davina Blackburn	Strategic Lead – Regulation & Communities	Law, Governance and Safer Communities	03/09/2026	03/09/2026
Julie Newman	Director of Law, Governance and Safer Communities	Law, Governance and Safer Communities	03/09/2026	03/09/2026
Cllr Hetherton	Cabinet Member for City Services		02/09/2026	03/09/2026

This report is published on the council's website:

www.coventry.gov.uk/councilmeetings



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

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

-----Original Message-----

From: [REDACTED]
Sent: 07 August 2026 15:19
To: Taxi Licensing <taxi.licensing@coventry.gov.uk>
Subject: O

Sent from my iPhone

All e-mails are monitored by Coventry City Council's ICT Security, using Mimecast.

From: [REDACTED]
Sent: 08 August 2026 05:52
To: Taxi Licensing
Subject: Vehicle fare tariff changes

Sent from my iPhone I would like to tell cabinet members NOT to increase the fares but decrease the tariff that we might get more business which they are not going to listen nothing new there but it's worth trying.

All e-mails are monitored by Coventry City Council's ICT Security, using Mimecast.

From: [REDACTED]
Sent: 07 August 2026 15:05
To: Taxi Licensing <taxi.licensing@coventry.gov.uk>
Subject: Fair tariff change

Hi

I'm a Hackney Taxi Driver

We should leave the tariff as it is.
Uber has taken alot of the trade already, doesn't make sense to raise tariff in the current economic climate.

All e-mails are monitored by Coventry City Council's ICT Security, using Mimecast in accordance with the Regulations of Investigatory Powers Act 2000.

This page is intentionally left blank

Cabinet Member for City Services

15 September 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of City Services

Wards affected:

Tile Hill & Canley

Title:

Petition – **E67 Restore Safe and Accessible Paths in Ten Shilling Wood & Park Wood**

Is this a key decision?

No

Executive Summary:

A petition with 50 signatures was received requesting that:

“The Council to carry out an inspection of the paths within Ten Shilling Wood and Park Wood in Canley, clear any obstructions such as fallen trees and overgrowth, restore routes to a safe and usable condition, and put in place a clear plan for ongoing maintenance to ensure they remain accessible for residents.

Justification:

Ten Shilling Wood and Park Wood are well-used green spaces in Canley, providing important walking routes and access through the area for local residents.

Paths were previously put in place to improve access through the woodland and connect key routes. However, residents are now reporting that in places these paths are blocked, overgrown, unsafe, or difficult to use.

For some, this means parts of the woods are no longer accessible.

This petition is not about creating something new. It is about ensuring that existing paths are properly maintained so they continue to serve the purpose they were originally intended for. We are asking the council to take action to restore these routes and ensure they remain safe, usable, and accessible for the community.”

In accordance with the Council's procedure for dealing with petitions, those relating to Urban Forestry 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 explained:

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 in the next two weeks. Once completed, access to all paths will be restored.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Note the Petition Organisers concerns.
2. Advise the Petition Organiser of the works carried out on the paths within Ten Shilling Wood and Park Wood, Canley in response to the petition and the plan for ongoing maintenance to ensure they remain accessible for residents going forward.

List of Appendices included:

The following appendices are attached to the report:

Appendix 1 – Park Wood management plan.

Appendix 2 – Woodland pathways maps

Appendix 3 – Woodland Accessibility assessment

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: Restore Safe and Accessible Paths in Ten Shilling Wood & Park Wood

1. Context (or background)

- 1.1. The petition was received by the City Council and the request was reviewed by the Urban Forestry Officer. It reads as follows:

“We the undersigned petition the Council to carry out an inspection of the paths within Ten Shilling Wood and Park Wood in Canley, clear any obstructions such as fallen trees and overgrowth, restore routes to a safe and usable condition, and put in place a clear plan for ongoing maintenance to ensure they remain accessible for residents.

Justification:

Ten Shilling Wood and Park Wood are well-used green spaces in Canley, providing important walking routes and access through the area for local residents.

Paths were previously put in place to improve access through the woodland and connect key routes. However, residents are now reporting that in places these paths are blocked, overgrown, unsafe, or difficult to use.

For some, this means parts of the woods are no longer accessible.

This petition is not about creating something new. It is about ensuring that existing paths are properly maintained so they continue to serve the purpose they were originally intended for. We are asking the council to take action to restore these routes and ensure they remain safe, usable, and accessible for the community.”

- 1.2. This review led to an assessment of the pathways within both Park Wood and Ten Shilling Wood for obstructions such as fallen trees and branches that were preventing path users from walking the paths. It also included an assessment of the footbridges over the central eastern ditch in Park Wood.
- 1.3. The list of works accumulated through this assessment have been undertaken by both the council's appointed contractor and the Urban Ranger Team to remove all fallen debris and weed growth from all mapped pathways and from the accessible path in the western side of Park Wood and to repair a footbridge. This work is all now complete.
- 1.4. Work has concentrated on the mapped pathways and not the incidental paths/desire lines that people have created over many years. These paths dissect the woodland compartments and disturb wildlife. Our work to maintain the woodland aims to increase the habitat value.
- 1.5 In addition to the points raised in the petition, the petitioner has made further requests by email which the Urban Forestry Officer has engaged the petitioner on as following:
- The woodland map previously requested, clearly identifying the main paths, official paths, informal routes and designated accessible route.
 - Plans of both woodlands have been shared with the petitioner.
 - Clarification of which routes will remain obstructed to deter illegal e-bikes and motorbikes
 - The Urban Forestry Officer has discussed our management approach to deter access for inappropriate bikes.

- An explanation reconciling the earlier statement that branches would deliberately remain across some routes with the new claim that access to “all paths” will be restored
 - The maintenance we undertake is on the main footpaths only and not the other desire lines that crisscross the woodlands.
- Firm completion dates for the vegetation clearance, tap-rail work and bridge repairs, rather than “the next two weeks” or “the coming few weeks”.
 - All works to clear the paths and bridges have been completed.
- Details of the bridge inspection, the repairs required and confirmation of when it will be restored to a safe condition.
 - All works to clear the paths and bridges have been completed.
- A clear ongoing maintenance and inspection plan, including responsibility and expected frequency.
 - The woodland is inspected through the tree asset management system using a traffic light system to assess risk from falling trees. All other maintenance tasks will be identified in the woodland management plan which, will be reviewed by the Urban Forestry Officer and the emerging friends group, to deliver the action plan for both woodlands.
- A response to my request to discuss establishing a Friends of Ten Shilling Wood and Park Wood group to support the long-term care of the woodlands.
 - The Urban Forestry Officer is in the process of making contact with the interested people to form a local friends group including the petitioner.

2. Options considered and recommended proposal

The Cabinet Member for City Services is recommended to:

1. Note the Petition Organisers concerns
2. Advise the Petition Organiser of the works carried out on the paths within Ten Shilling Wood and Park Wood, Canley in response to the petition and the plan for ongoing maintenance to ensure they remain accessible for residents going forward.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken.

4. Timetable for implementing this decision

4.1 The decision will be implemented immediately after Cabinet Member's decision.

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.

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>)

This decision contributes to the One Coventry Plan – Tackling the causes and consequences of climate change. By protecting woodland habitats.

Improving outcomes and tackling inequalities within our communities.

6.2 How is risk being managed?

Physical risk from falling trees is managed through the tree asset management system and tree inspection programme.

6.3 What is the impact on the organisation?

None.

6.4 Equalities / EIA

Please refer to the EIA at Appendix 3 to this report.

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:**

Tim Wetherhill

Parks & Openspaces Manager

Directorate:

City Services

Tel and email contact:

Tel: 024 7697 7139

Email: tim.wetherhill@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
Asher Veness Caroline Taylor	Governance Services Officer	Law, Governance and Safer Communities	28 Aug 26	28 Aug 26
Names of approvers for submission: (officers and members)				
Cath Crosby	Lead Accountant – Business Partner	Finance and Resources	26 Aug 26	27 Aug 26
Rob Parkes	Team Leader Legal Services	Law, Governance and Safer Communities	26 Aug 26	27 Aug 26
Mark Adams	Interim Director of City Services	City Services	27 Aug 26	27 Aug 26
Councillor P Hetherton	Cabinet Member for City Services	-	28 Aug 26	4 Sept 26

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



Public Report Cabinet Member Report

Cabinet Member for City Services

15 September 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Interim Director of City Services

Ward(s) affected:

Cheylesmore

Title:

Petition – **e56-25/26 Cemetery Footpath- London Road Cemetery**

Is this a key decision?

No

Executive summary:

This report relates to a petition of 69 signatures titled “Cemetery Footpath”, requesting a footpath between the paved walkway from the London Road Cemetery pedestrian gate that joins the roadway inside the cemetery. There is currently a pathway that leads from the corner of Frankpledge Road and Courtleet Road down to the pedestrian gate, but after the pedestrian gate the access is unpaved and muddy for around 12’ before reaching the roadway.

Justification:

The access to the cemetery is used by walkers, cyclists, dog walkers and school pupils. The gate is at the bottom of a hill so becomes waterlogged and muddy. Coventrians have tried to make it better by adding scrap pieces of masonry as stepping stones, but a long-term solution would be a permanent paved connection between the asphalt path prior to the gate and the asphalt road within the cemetery.

In accordance with the Council's procedure for dealing with petitions, those relating to Bereavement Services 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 explained:

Bereavement Services have inspected the area and as part of our fact finding obtained various quotations regards the options available to us including an asphalt footpath and a 'woodland walk'. After consideration we have made the decision to install a woodland walk which will include edging and a layer of contained bark chippings. This option we believe is going to offer the path you desire but also be in keeping with the overall environment.

Recommendations:

The Cabinet Member for City Services is recommended to:

1. Note the Petition Organisers concerns.
2. Advise that after further consideration, it has been agreed an asphalt path between the pedestrian gate, London Road Cemetery and the roadway inside the cemetery will be installed which will be 1200mm width to ensure accessibility.

List of Appendices included:

The following appendices are attached to the report: N/A

Background papers:

None.

Other useful documents

None.

Has it or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Cemetery Footpath London Road Cemetery

1. Context (or background)

- 1.1. The petition was received by the City Council and the request was reviewed by the Bereavement Services Manager. It reads as follows:

“We the undersigned petition the Council to create a footpath between the paved walkway from the London Road Cemetery pedestrian gate that joins the roadway inside the cemetery. There is currently a pathway that leads from the corner of Frankpledge Road and Courtleet Road down to the pedestrian gate, but after the pedestrian gate the access is unpaved and muddy for around 12’ before reaching the roadway”.

Justification:

The access to the cemetery is used by walkers, cyclists, dog walkers and school pupils. The gate as at the bottom of a hill so becomes waterlogged and muddy. Coventrians have tried to make it better by adding scrap pieces of masonry as stepping stones, but a long-term solution would be a permanent paved connection between the asphalt path prior to the gate and the asphalt road within the cemetery.

- 1.2. This review led to an assessment of the location within the cemetery between the pedestrian gate and the road located inside of the cemetery. The area was assessed regards the current informal pathway and the undulating terrain.
- 1.3. Assessments were made to located existing graves in the immediate vicinity and any other impacts on the immediate environment.

2. Options considered and recommended proposal

The Cabinet Member for City Services is recommended to:

1. Note the Petition Organisers concerns
2. To approve the instillation of an asphalt path (1200mm) between the pedestrian gate and the internal road in London Rd Cemetery.

3. Results of consultation undertaken

- 3.1 No consultation undertaken

4. Timetable for implementing this decision

- 4.1. The decision will be implemented after Cabinet Member’s decision, and the availability of external contractors.

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

- 5.1. Financial Implications

The costing to instal the path will be between £8000-£10,000 approx. funded by Bereavement Services.

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>)

This decision contributes to the One Coventry Plan – Tackling the causes and consequences of climate change. By protecting cemetery environments.

Improving outcomes and tackling inequalities within our communities.

How is risk being managed?

Slips trips and falls risks will be reduced by providing a sound level footpath for walkers, wheelchair users and cyclists.

6.2. What is the impact on the organisation?

None.

6.3. Equalities / EIA?

Path installed will be a minimum width of 1200mm for accessibility

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

None

6.5. Implications for partner organisations?

None.

Report author(s):

Mandy Thomas
Bereavement Services Manager

Service Area:

Bereavement Services,

Directorate:

City Services

Tel and email contact:

Tel: 02476 97 8280

Email: mandy.thomas@coventry.gov.uk

Enquiries should be directed to the above person

Contributor/approver name	Title	Service Area	Date doc sent out	Date response received or approved
Contributors:				
Caroline Taylor	Governance Services Officer	Law, Governance & Safer Communities	02.09.26	2.9.26
Paul Rayner	Asst. Bereavement Services Manager	City Services	02.09.26	7.9.26
Names of approvers for submission: (officers and members)				
Cath Crosby	Lead Accountant – Business Partner	Finance & Resources	02.09.26	7.9.26
Rob Parkes	Team Leader Legal Services	Law and Governance & Safer Communities	02.09.26	7.9.26
Mark Adams	Interim Director of City Services	City Services	02.09.26	7.9.26
Councillor P Hetherton	Cabinet Member for City Services	-	02.09.26	7.9.26

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

This page is intentionally left blank

Cabinet Member for City Services

15 September 2026

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Interim Director of Economic Growth

Ward affected:

Woodlands

Title:

Petition e47-25/26 - Remove the mini roundabout on Lower Eastern Green Lane

Is this a key decision?

No

Executive Summary:

A petition with 63 signatures was received requesting the removal of the mini roundabout at the junction of Lower Eastern Green Lane and Parkhill Drive.

In accordance with the 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 explained that the mini roundabout at the junction of Lower Eastern Green Lane and Parkhill Drive is an important traffic calming feature on the approach to the Park Hill Primary School and that it is not proposed to remove it. However, improvements are planned at the junction as part of a wider road safety scheme currently nearing implementation.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Note the petitioners' concerns.
- 2) Endorse the actions which were agreed and set out in the determination letter to the petition organiser as detailed in section 2 of this report.

List of Appendices included:

Appendix A – Proposed Eastern Green road safety scheme (part)
Appendix B – Proposed Eastern Green road safety scheme (whole)
Appendix C - Text of Determination Letter

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 e47-25/26 - Remove the mini roundabout on Lower Eastern Green Lane

1. Context (or background)

- 1.1 A petition with 63 signatures was received requesting the removal of the mini roundabout at the junction of Lower Eastern Green Lane and Parkhill Drive.
- 1.2 The petition reads as follows:

“We the undersigned petition the Council to remove the mini roundabout at the bottom of Parkhill Drive on Lower Eastern Green Lane. There is a persistent issue with drivers not giving way to the right at the bottom of Parkhill Drive. Drivers pile out of Parkhill Drive turning right towards Alspath Lane and Eastern Green Road as a cut-through to Tile Hill. Removing the roundabout will make the junction safer by forcing drivers to stop and give way especially for cyclists.”
- 1.3 Parkhill Drive and Lower Eastern Green Lane are local distributor roads in Woodlands Ward. The junction of Parkhill Drive and Lower Eastern Green Lane is located to the west of Park Hill Primary School. A 20mph zone extends along Lower Eastern Green Lane in front of the school from the junction with Parkhill Drive to the junction of Alderminster Road and Perth Rise.

2. Options considered and recommended proposal

- 2.1 The recommended actions are set out in the determination letter response attached in Appendix C.
- 2.2 The response stated that the mini roundabout at the junction of Lower Eastern Green Lane and Parkhill Drive is an important traffic calming feature on the approach to the Park Hill Primary School and that it is not proposed to remove it. However, improvements are planned at the junction as part of a wider road safety scheme currently nearing implementation.
- 2.3 The planned road safety improvements include redesigning the approaches to the Lower Eastern Green Lane / Parkhill Drive mini roundabout to introduce additional horizontal deflection. This will help manage vehicle speeds and encourage improved driver compliance by slowing turning movements through the roundabout. The scheme includes a new central splitter island on the western arm, improving pedestrian crossing movements across Upper Eastern Green Lane, together with a realigned kerb line on the eastern approach. Combined with revised and refreshed carriageway markings, these enhancements are expected to address many of the concerns raised by residents and observed at this location. The works are proposed to be delivered during the winter of 2026, forming part of the approved Local Network Improvement Programme for 2026/27. These measures are shown in further detail in Appendix A annexed to this report.
- 2.4 These improvements form part of a wider package of complementary measures across the local network, including: extension of the existing 20mph speed limit, a new roundabout at the Alspath Lane / Unicorn Avenue junction and the Lower Eastern Green Lane / Sutherland Avenue (south) junction; a revised Alspath Lane / Upper Eastern Green Lane junction to improve pedestrian movement; new footway

build-outs to slow traffic and assist pedestrians crossing Lower Eastern Green Lane near Parkhill Primary School; and enhancements to the existing roundabout at Lower Eastern Green Lane / Sutherland Avenue. These measures are shown in further detail in Appendix B annexed to this report. Together, these interventions represent a comprehensive package of traffic management measures aimed at improving pedestrian accessibility and safety while helping to manage vehicle speeds and improve the operation of the local highway network.

3. Results of consultation undertaken

- 3.1 The agreed actions were communicated to the petition organiser via the Determination Letter.
- 3.2 In March 2026, a separate consultation exercise was carried out with local residents, Parkhill Primary School and Ward Members on the scheme detailed in Appendices A and B annexed to this report. The responses received were reviewed and, where appropriate, incorporated into the design through a series of refinements to the scheme. The revised scheme is now proposed for implementation during the winter of 2026.

4. Timetable for implementing this decision

- 4.1 The Determination Letter was sent on 17 July 2026. The programme for the proposed road safety scheme is currently being finalised, but it is anticipated works will commence on site during late Autumn/Winter 2026.

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

5.1 Financial implications

The cost of the road safety scheme is estimated to be £80,000. This will be funded as an approved allocation from the Local Network Improvement Programme (LNIP), which forms part of the City Region Sustainable Transport Settlement (CRSTS).

5.2 Legal implications

There are no legal implications arising from 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>)

By improving road safety, the proposed measures will contribute to the following delivery priorities of the One Coventry Plan:

- Improving outcomes and tackling inequalities within our communities

- Tackling the causes and consequences of climate change

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?

The proposed road safety scheme will improve facilities for pedestrians, thereby encouraging walking and reducing car journeys.

6.6 Implications for partner organisations?

None

Report author

Name and job title:

Martin Wilkinson
Senior Officer - Traffic Management

Directorate:

Economic Growth

Tel and email contact:

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

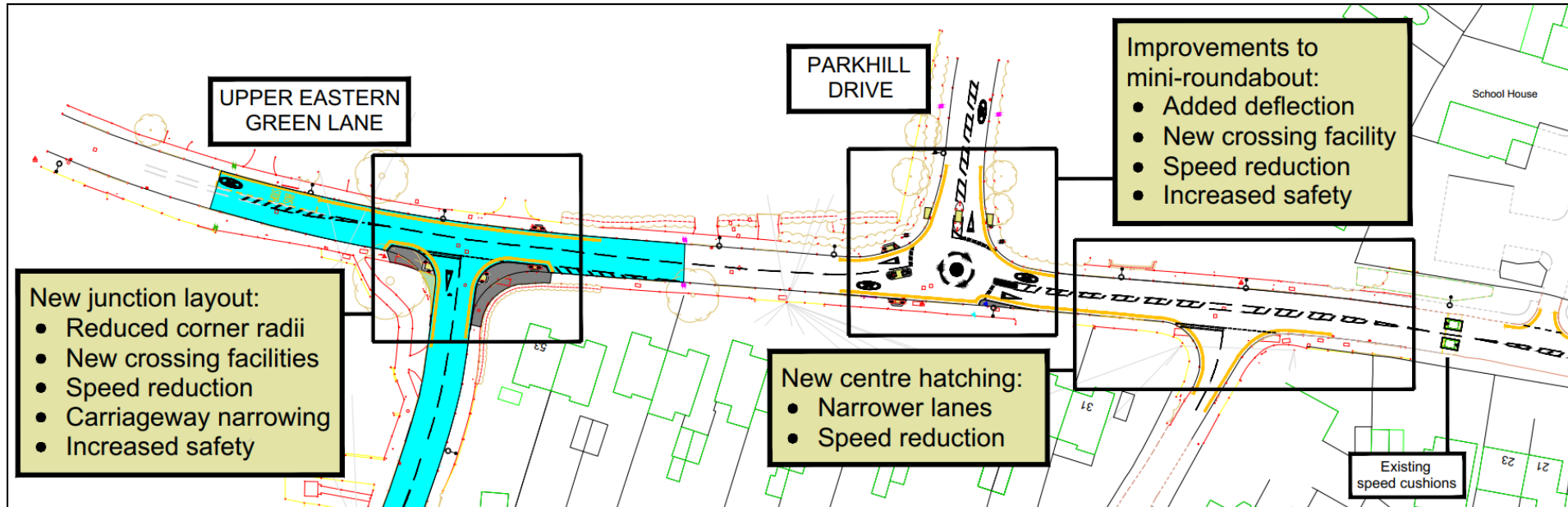
Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Strategic Lead - Network Management	Economic Growth	18/08/2026	18/08/2026
Joel Logue	Engineer – Traffic Management & Road Safety	Economic Growth	18/08/2026	18/08/2026
Asher Veness	Governance Services Officer	Law, Governance and Safer Communities	18/08/2026	24/08/26
Names of approvers: (officers and members)				
John Seddon	Deputy Director – Policy & Innovation	Economic Growth	19/08/2026	20/08/2026
Sunny Heer	Lead Accountant	Finance and Resources	19/08/2026	19/08/2026
Rob Parkes	Team Leader, Legal Services	Law, Governance and Safer Communities	19/08/2026	20/08/2026
Steve Weir	Interim Director	Economic Growth	20/08/2026	21/08/2026
Councillor P Hetherton	Cabinet Member for City Services	-	21/08/2026	21/08/2026

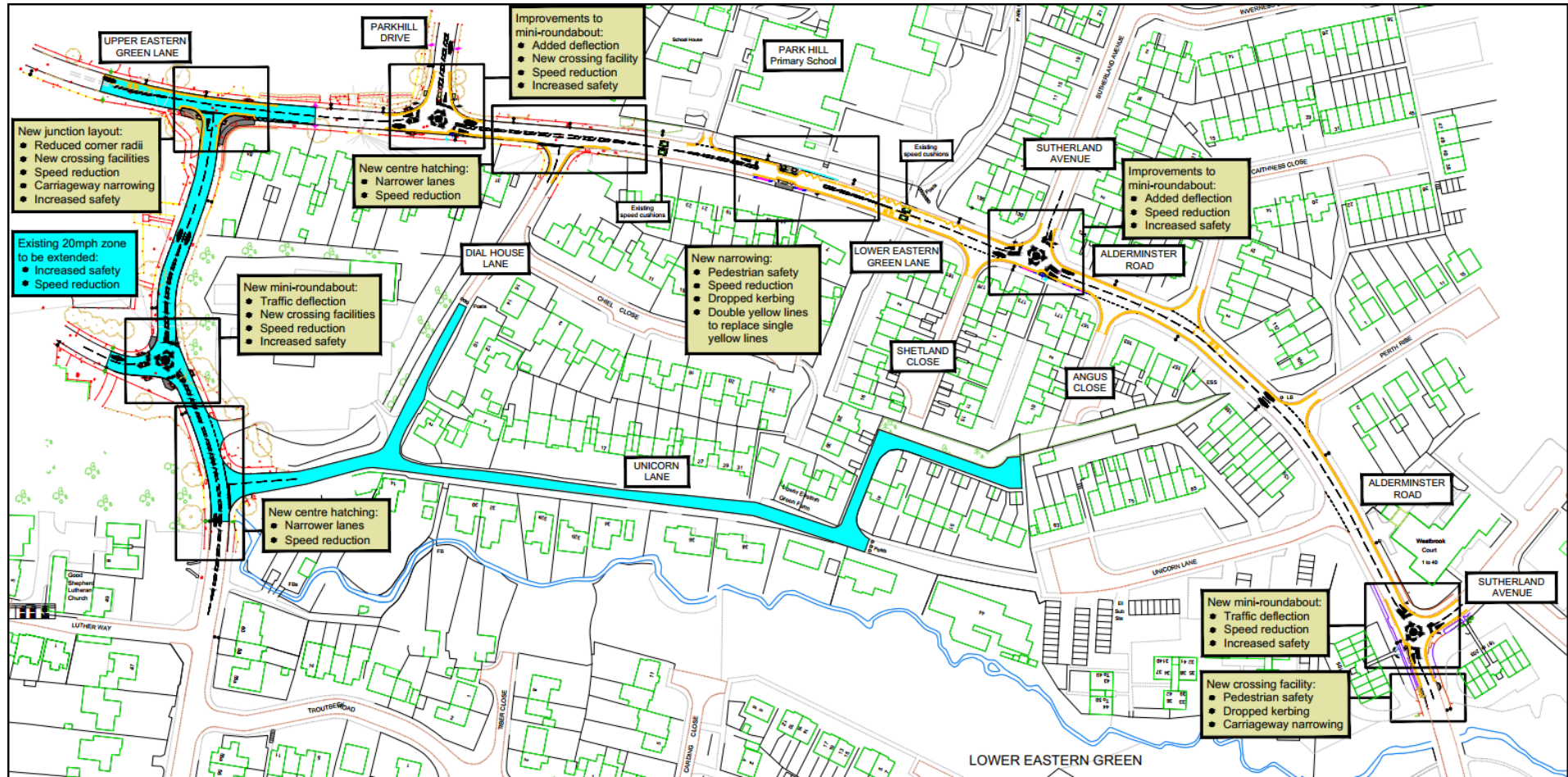
This report is published on the council's website: www.coventry.gov.uk/council-meetings

Appendix A

Proposed road safety scheme (part)



Appendix B - Proposed road safety scheme (whole)



Appendix C – Text of Determination Letter

I am writing with regard to the above petition and your request for the mini roundabout on Lower Eastern Green Lane to be removed.

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

The mini roundabout at the junction of Upper Eastern Green Lane, Lower Eastern Green Lane and Parkhill Drive is an important traffic calming feature on the approach to the Park Hill Primary School. Therefore, it is not proposed to remove it. However, improvements are planned at the junction as part of a wider road safety scheme currently nearing implementation.

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.

This page is intentionally left blank

Cabinet Member for City Services

15 September 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:

Binley & Willenhall, Cheylesmore, Henley, Tile Hill & Canley, Whoberley

Title:

Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

Is this a key decision?

No

Executive Summary:

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 recent petitions received relating to the portfolio of the Cabinet Member for City Services and how officers propose to respond to them.

Recommendations:

The 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 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.
- 1.2 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.
- 1.3 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 September 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:**

Martin Wilkinson

Senior Officer - Traffic Management

Directorate:

Economic Growth

Tel and email contact:

Tel: 024 7697 7139

Email: martin.wilkinson@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/ approver name	Title	Directorate	Date doc sent out	Date response received or approved
Contributors:				
David Keaney	Strategic Lead - Network Management	Economic Growth	26/08/26	02/09/26
Vivian Robert	Traffic and Road Safety Manager	Economic Growth	26/08/26	27/08/26
Bob Foy	UTMC Traffic Systems Manager	Economic Growth	26/08/26	26/08/26
Rob Little	Highways Technical Team Manager	City Services	26/08/26	26/08/26
Caroline Taylor / Asher Veness	Governance Services Officers	Law, Governance and Safer Communities	26/08/26	02/09/26
Names of approvers for submission:				
Mark O'Connell	Acting Strategic Lead – Operations & Delivery	City Services	01/09/26	01/09/26
Xiao-Ming Hu	Lead Accountant	Finance and Resources	02/09/26	02/09/26
Rob Parkes	Team Leader, Legal Services	Law, Governance and Safer Communities	02/09/26	03/09/26
Steve Weir	Interim Director	Economic Growth	04/09/26	04/09/26
Mark Adams	Interim Director	City Services	04/09/26	04/09/26
Councillor Patricia Hetheron	Cabinet Member for City Services	-	04/09/26	07/09/26

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
e03-26/27	St James Lane Bridge - Installation of Filtered Traffic Lights	146	Cllr J Odje	Determination	Letter of determination to be sent setting out the findings of the previous traffic signal trial, during which portable traffic signals were installed on a temporary basis and traffic surveys were undertaken to assess their impact on traffic flow and queue lengths at the bridge. The results of the trial demonstrated that signalisation led to a significant increase in queue lengths throughout the day when compared with the existing priority arrangement. A consultation exercise was undertaken alongside the trial, which found that approximately 60% of respondents opposed the introduction of permanent traffic signals, citing concerns over increased congestion and delays. In addition, the collision record shows that only one personal injury collision has been recorded at the location within the last three years, and this incident was associated with a police pursuit rather than the normal operation of the bridge. Taken together, the evidence indicates that the installation of traffic signals would be unlikely to deliver a measurable safety benefit whilst having a detrimental impact on traffic conditions. It was also noted that the installation of a new signal-controlled junction would require a capital investment of approximately £150,000, together with ongoing maintenance, inspection and

					electricity costs throughout its operational life. On the basis of this evidence, at the current time whilst the request for the installation of traffic signals at the bridge is noted, it is not something that the Council intends to progress. It should be noted that opportunities to amend the existing kerb line on the approach to the bridge from the London Road side of the structure are currently being explored, and subject to approval being subsequently obtained from National Rail, the owners of bridge structure; will be progressed in the future. This amendment is intended to aid vehicles navigating the bend on the approach to the bridge by increasing carriageway width and reduce the likelihood of footway overrunning.
e01-26/27	Allard Way - Request for Enforcement of Access Road Completion per Planning Conditions of OUT/2020/2665 and Related Applications	28	Cllrs R Bailey, R Brown and B Mosterman	Determination	Letter of determination to be sent to explain that the S278 legal agreement is about to be finalised which will enable the works requested in the petition to proceed (right turn access into new Taylor Wimpey site off Allard Way). The lead petitioner has responded to say they are happy with the response and have agreed to withdraw the petition.
e04-26/27	Willow Way, Coventry - Speed bumps	67	N/A	Determination	Letter of determination to be sent explaining Willow Way has not yet been adopted by the Council and remains the responsibility of Persimmon Homes. The Council is working with the developer to resolve outstanding issues before adoption can progress. An independent Road Safety Audit will be undertaken as part of the adoption process, and its findings will inform any future consideration of additional traffic

					calming measures that may be considered necessary.
06-26/27	Westwood Road, Coventry - Residents Parking Scheme	108	Cllrs J Innes, J Jones & P Akhtar	Determination	Letter of determination to be sent explaining that this request meets the criteria for the introduction of a residents' parking scheme. Therefore, a proposal will be advertised in the next waiting restriction variation to include Westwood Road in the scheme recently advertised on Kensington Road. The statutory legal process includes a 21-day period during which interested parties may object. Any objections received will be considered by the Council's Cabinet Member for City Services for a decision on how to proceed.
e08-26/27	Winston Avenue and Monkwood Crescent - Traffic Calming Measures	53	Cllr M Gregory	Determination	Letter of determination to be sent explaining that the Council takes road safety matters seriously and care is taken to fully consider concerns raised by residents regarding the safety of the highway network. In response to the petition, the personal injury collision records for Winston Avenue and Monkspath Road covering the most recent three-year period for which data is available from the Police have been reviewed. Positively these show that there have been no collisions resulting in personal injury on this section of road during that period. Therefore, based on the available collision evidence, the location has not currently been identified as a priority for a road safety scheme and, consequently, there are no proposals to introduce measures such as traffic calming at this time. Notwithstanding this, we recognise the concerns that have been raised and the report that there have been other damage only

					collisions on the road. Consequently, we will arrange for a speed survey to be undertaken once the schools return in September. As the petitioners are concerned about speeding, they may wish to get involved in the Community Speed Watch initiative. This is a speed monitoring and awareness scheme that is co-ordinated by the Police and run by a group of local volunteers who use speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Further information is available from the Police by emailing: cvcsw@west-midlands.pnn.police.uk .
05-26/27	Install Bollards Outside Templars School	79	Cllr M Lapsa	Determination	Letter of determination to be sent explaining that the concerns raised within the petition are acknowledged. We can confirm that a scheme to address the concerns raised within the petition has previously been developed and is currently being finalised. It is intended that this will come forward and be installed later this year.

This page is intentionally left blank