

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Wednesday, 11 June 2025

Present:

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

Other Members: Councillor M Lapsa (for Minute 5)
 Councillor G Lewis (for Minute 6)

Employees (by Directorate):

City Services and B Foy, D Keaney, D O'Neill, V Robert, J Seddon
Commercial

Law and Governance A Oluremi, M Salmon, C Taylor

Public Business

1. Declarations of Interests

There were no disclosable pecuniary interests.

2. Minutes

The minutes of the meeting held on 9th April 2025 were agreed and signed as a true record.

There were no matters arising.

3. Treherne Road (Prohibition of Left Turn) Order 2025 Objections

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial concerning 8 objections and 1 expression of support received in response to a Traffic Regulation Order advertised on 13th March 2025, relating to Treherne Road and the prohibition of the left turn in from Burnaby Road.

Treherne Road ran parallel to Beake Avenue. Both roads had junctions with Burnaby Road, Rupert Road, Links Road and Foster Road. The junction of Beake Avenue/Burnaby Road was controlled by traffic signals. Residents had expressed concern that at peak times, drivers were avoiding the queues that could occur on the westbound approach to the traffic lights and proceed southwards along Treherne Road and Rupert Road to access Beake Avenue.

Considering both residents' concerns and the data gathered, it was proposed that a no left turn restriction be introduced on Burnaby Road to prevent traffic turning into Treherne Road. Such a restriction addressed the predominate concern over through traffic and required all traffic, including residents, to go up to the signals and turn left.

All of the respondents were invited to the meeting and 2 objectors attended. The objectors highlighted a number of issues including the number of non-injury collisions which took place on Treherne Road and were not reported to the police, speeding vehicles, side roads being used as cut through roads and residents being fearful of going out. The left turn from Burnaby Road into Treherne Road would not improve the safety of residents however, the proposal for a vehicle activated sign (VAS) which would mitigate top speeds was appreciated.

Officers responded in detail to all the issues raised at the meeting undertaking to:

- Carry out origin and destination surveys at a number of junctions in the area to monitor traffic behaviour and identify future appropriate measures.
- Continue to monitor Treherne Road with VAS.
- Complete a further survey using cameras with 'near miss' technology to enable research further into the data.
- Include a mini speedvisor programme on Treherne Road.

The Cabinet Member for City Services, Councillor P Hetherton, acknowledged the objectors' concerns confirming officers were proposing a number of measures to address the key issue of slowing down the traffic.

RESOLVED that the Cabinet Member for City Services:

- 1) Uphold the objections and abandon the proposal to ban the left turn.**
- 2) Support the proposal to install a permanent variable message sign on Treherne Road to aid driver compliance with the existing 30mph speed limit.**

4. Parking Restrictions (Variation 13) Order 2025 Objections

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial concerning objections that had been received to a Traffic Regulation Order advertised on 20th March 2025 relating to proposed new restrictions and amendments to existing restrictions affecting 44 streets in Wards across the City.

102 objections were received in relation to 3 proposals and 16 responses of support in relation to 1 proposal. Objectors had been contacted as per the legislative framework and as a result, 3 objections had been withdrawn.

All of the objectors were contacted with further information or responses to their questions and asked if they would consider the withdrawal of their objection. Three individual objections were removed leaving 99 objections across the following 2 proposals:

- Moreall Meadows (comprising The Arboretum, Cassandra Close, Heritage Court, Moreall Meadows, Poppyfield Court) – 96 objections
- Broadlands Close (comprising Broadlands Close) – 3 objections

In light of the strong opposition to the proposed amendment to the existing TRO, it was recommended that Moreall Meadows' proposal be abandoned and removed from Variation 13 and that no further proposals be investigated at this time. The existing restrictions would remain in place and no changes would occur on street.

Upon reviewing the objections relating to Broadlands Close, it became evident that there had been a drafting error in Map Tile Plan (L25), making the intention of the proposed revised restrictions unclear, meaning that the proposal would need to be re-advertised, subject to a correction to the incorrect Map Tile.

RESOLVED that the Cabinet Member for City Services, having considered the situation with the objections,:

- 1) Approves that the proposals for The Arboretum, Cassandra Close, Heritage Court, Moreall Meadows and Poppyfield Court, are not implemented, and that the existing arrangement stays in situ (Appendix 1 to the report),**
- 2) Approves that the proposals for Broadlands Close are deferred to and readvertised as part of the upcoming Variation 14 proposals (Appendix 2 to the report),**
- 3) Approves the proposals within Variation 13 that received no objections.**

5. Petition 23-24/25 - Jobs Lane Traffic Calming Measures

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting the council to install traffic calming measures on Job's Lane. The petition was supported by Councillor M Lapsa, a Westwood Ward Councillor, who attended the meeting and spoke on behalf of the Petition Organiser and petitioners.

The petition submitted contained 68 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety and parking issues 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 the meeting.

A report indicated that the determination letter had advised that Job's Lane did not meet the required criteria to be considered for inclusion in the safety scheme programme. However, the road had been put forward as a site for a new pedestrian crossing facility near Jardine Crescent. This crossing would be installed during the current financial year, subject to external funding being secured. To complement the new crossing, Job's Lane had also been added to the mini speed visor programme, which would see the deployment of mobile vehicle activated signs which would highlight driver speed and aid compliance with the existing speed limit.

The cost of adding this location to the mobile vehicle activated signage programme would be funded from the Local Network Improvement Programme

from the City Region Sustainable Transport Settlement (CRSTS). The cost of installing a new pedestrian crossing facility at the junction with Jardine Crescent would be subject to funding being allocated as part of the Council's Active Travel Fund 5 submission.

The Petition Sponsor, Councillor M Lapsa spoke in support of the petition, thanking officers for installing VAS and suggested the installation of Average Speed Cameras would alleviate the speeding issue immediately.

The Petition Organiser referred to a speed survey undertaken in conjunction with the Police which had shown average speeds of 40mph. The petition organiser confirmed agreement to the speed cameras on the road, it being a race-track, which the elderly were too frightened to cross.

Officers undertook to engage with the petition organiser and the police to obtain further information on the police speed surveys and the placement of a mobile speed enforcement van.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns,**
- 2) Endorses the actions which had been agreed to be issued by determination letter to the petition organiser as detailed in paragraph 1.5 and 1.6 of the report.**

6. Petition e6/24-25 - Torrington Avenue - Request for Residents Parking Scheme

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting a Resident's Parking Scheme on Torrington Avenue. The petition was organised by Councillor G Lewis, a Westwood Ward Councillor, who attended the meeting and spoke on behalf of the petitioners.

The petition submitted contained 64 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety and parking issues 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 the meeting.

A report indicated that the determination letter was to advise that the request for a residents' parking scheme on Torrington Avenue between the A45 and Eastcotes, was the subject of a previous petition considered by the Cabinet Member for City Services on 13 September 2023. The parking survey conducted in response to that petition showed that the section of Torrington Avenue highlighted, did not meet the parking availability criterion set out in the Council's Residents' Parking Policy (less than 40% of spaces available during the daytime). The parking survey was repeated on Thursday 3rd April 2025. This showed that the number of parking spaces available during the daytime still exceeded the criterion for consideration for a residents' parking scheme.

The cost of introducing a residents' parking scheme was funded from the Local Network Improvement Programme from the City Region Sustainable Transport Settlement (CRSTS).

The Petition Organiser, Councillor G Lewis, spoke in support of the petition, highlighting the following:

- Residents being unable to park on Torrington Avenue, from Eastcotes up, due to Costco customers parking.
- The lack of parking spaces created barriers for children, the elderly and disabled people.
- The parking space availability had only fallen 6% short of the criterion for a residents' parking scheme.
- Residents faced regular abuse from Costco customers not wishing to park in the Costco car park due to the queues to leave.
- During evenings and weekends, there were significantly more than 54% of spaces taken up by Costco customers.
- Parking on double yellow lines on Torrington Avenue was frequent and the number of parking tickets issued on the stretch of Torrington Avenue concerned should be taken into consideration.

Officers suggested arranging a meeting with Councillor Lewis, the other ward councillors and the manager of Costco to address concerns.

The Cabinet Member for City Services, Councillor P Hetherton, acknowledged residents' concerns, agreeing to the organisation of a meeting. Councillor Hetherton also suggested officers investigate the criteria of residents' parking schemes.

Officers advised that it was possible to amend the policy and that residents' parking schemes were designed specifically for locations such as these.

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the petitioners' concerns,**
- 2) Declines the request for a residents' parking scheme on Torrington Avenue between Eastcotes and the A45.**

7. Petition 49/24-25 - Beake Avenue, Radford Road Junction - Traffic/Pedestrian Safety

The Cabinet Member for City Services considered a report of the Director of City Services and Commercial, which responded to a petition requesting road safety improvements at the Radford Road/Beake Avenue/Engleton Road junction.

The petition submitted contained 207 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 the meeting. The Petition Organiser attended the meeting and spoke on behalf of the petitioners.

A report indicated that the Council confirmed that a review of the junction, including detailed traffic signal modelling was to be taken forward as part of the prioritised 2025/26 Local Network Improvement Programme. The results of that modelling had now been completed.

The junction in question, operated a signal-controlled staggered crossroads with partial pedestrian facilities. It was noted that Radford Road carried over 15,000 vehicles daily, accounting for more than 70% of total traffic passing through the junction. The current opposing green signal configuration allowed efficient traffic flow and was well suited to the junction's layout and traffic flow.

Residents had raised concerns about the operation of the junction, with conflicting right-turn movements being highlighted. A review of personal injury collision data had been conducted. Site visits and meetings with petitioners had also been undertaken to aid understanding and had led to minor visibility and signage improvements being implemented or proposed.

In addition to the minor improvements, several other options were reviewed and assessed within the report, including converting the junction to a roundabout, splitting signal phases to eliminate right-turn conflicts, and adding pedestrian-controlled signals.

Modelling undertaken to assess the junction demonstrates that the current arrangement operated efficiently and below capacity, with average peak queues of 12 vehicles. A proposal to split signal stages to remove right turning conflict completely had also been modelled and had been shown to increase peak queues by over 500%. This would cause significant congestion and exceed junction capacity. It was also noted that this had the potential to lead to several secondary impacts, including increased pollution, driver frustration, and the potential for different types of collisions.

Given the risks identified, it was proposed to remove the dedicated right-turn stage and indicative green arrow from Radford Road to Beake Avenue. Instead, introducing an all-red detection phase with a far-sided signal head for right turns into Engleton Road could provide a more efficient solution. While it would not eliminate all conflicts, this approach would simplify right-turn movements. This approach would help maintain overall junction efficiency and avoid the broader negative impacts that would result from splitting Radford Road movements into separate signal stages.

The Petition Organiser spoke in support of the petition, highlighting the following concerns:

- The response from Council was disappointing as this had been an ongoing problem for many years.
- Traffic should not be allowed into the junction as it was confusing and caused collisions. Cross-hatching the junction had been suggested years ago.

- Pedestrians had great difficulty in crossing Beake Avenue to Aldi. Railings and access points to aid pedestrians to cross the road could be introduced.
- That an Equality Impact Assessment (EIA) should have been carried out.

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

- Additional signage had been installed at the junction.
- The secondary signal head on the outbound right turn to Beake Avenue to create an all red stage would be removed to create greater time for right turning traffic.
- Some of the bollards at the junction had been moved to the left to improve driver visibility.
- The modelling process considered the impact of created formal pedestrian facilities on all arms of the junction which, if introduced, would cause significant implications.
- Box markings had been considered however, for right turning traffic, the box junction could be entered, which would not prevent current driver behaviour.
- The council had tried to implement measures to improve the junction, recognising it was an important part of the network.
- It was felt that the proposed measures were proportionate due to the amount of demand on the service and would aid the operation of the junction and address some of the concerns raised.
- At a cost of £5,000, the removal of the green arrow on the left turn and a change to the configuration, would facilitate the all red period.
- A scheme specific EIA would not typically be conducted for a scheme of this nature where no direct implications had been identified. The measures set out were intended to support and benefit all road users by aiding the operation of the traffic signal junction whilst addressing the concerns raised by residents within the petition.

The Cabinet Member for City Services, Councillor P Hetherton advised that the crossing was key and had been taken into account. The Cabinet Member added that work had been ongoing in the area, details of which would be shared with residents in the coming weeks.

In response to the Cabinet Member's suggestions, officers undertook to do the following:

- Install clear signage on the roads leading to the junctions and ensure all lane arrows are correct and well marked.
- Undertake a review of Beake Avenue, Radford Road Junction – Traffic/Pedestrian Safety in 6 - 8 months.

RESOLVED that the Cabinet Member for City Services:

- 1) Approves the proposed changes to traffic signals operation on Radford Road at its junction with Beake Avenue/Engleton Road as set out in section 2.20 of the report.**

2) **Endorses that the traffic signal stages on Radford Road at its junction with Beake Avenue/Engleton Road are not split as set out in the section 2.17 and 2.18 of this report.**

3) **Notes that the intervention to deliver the changes set out in Recommendation 1) above as part of the review of Radford Road proposed to come forward in 2025.**

8. **Petitions Determined by Letter and Petitions Deferred Pending Further Investigations**

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

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

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

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

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

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

9. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.45 pm)