

**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on**  
**Wednesday, 23 July 2025**

Present:

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

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

Employees (by Directorate):

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

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

Apologies:                    There were no apologies

## **Public Business**

### **11.      Declarations of Interests**

There were no disclosable pecuniary interests.

### **12.      Minutes**

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

There were no matters arising.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The objectors highlighted a number of issues including:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

In June 2015, amendments to the Petitions Scheme, which forms part of the Constitution, were approved in order to provide flexibility and streamline current

practice. This change had reduced costs and bureaucracy and improved the service to the public.

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

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

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

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

20. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 4.50pm)