

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

Present:

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

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

Employees (by Directorate):

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

Law and Governance A Oluremi, M Salmon, C Taylor

Public Business

22. Declarations of Interests

There were no disclosable pecuniary interests.

23. Minutes

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

There were no matters arising.

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

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

The petition contained 201 signatures and in accordance with the City Council's procedure for dealing with petitions, those related to road safety were heard by the Cabinet Member for City Services. The Cabinet Member had considered the petition in advance of the meeting and requested that the petition be dealt with by Determination Letter rather than a formal report being submitted to a meeting of Cabinet Member for City Services. The Petition Organiser subsequently requested that a report be submitted to a meeting.

The determination letter advised that the Council remained committed to the commitment that it made to provide parking to replace the previous provision on

Spon End. A replacement temporary parking provision on old Godiva Carpets is to be provided. The new provision is larger and has targeted access arrangements involving restricted access spaces for residents and a short stay 'pick up' area to support local businesses. It was proposed that the car park would be temporary for up to three years, and an application would be required to the Council's Planning Authority for approval. The site had potential for future development but the commitment to provide parking would remain, even if the site was developed.

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

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

RESOLVED that the Cabinet Member for City Services:

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

25. City Centre Cycle Route - Cycleway Designation Report

The Cabinet Member for City Services approved the delivery of a Red Route and Cycleway in the city centre on 28 February 2024, which included designation of sections of Cycleway in the City Centre as part of both those schemes.

At the time of making this decision, the full design of the City Centre Cycleway was not fully known due to the ongoing Coventry Very Light Rail project being developed at the same time. As such, only part of the City Centre Cycleway was included in that decision of 28 February 2024, namely the section north of the Coventry Very Light Rail live on-road trial area. The extents of the City Centre Cycleway covered by that previous decision are Queen Victoria Road, Corporation Street, Upper Well Street and Hales Street.

Following successful delivery and operation of the Coventry Very Light Rail trial earlier this year, design work on the remaining section of the City Centre Cycleway was progressed in parallel with work to reinstate the road environment where the on-road trial took place.

This report now presents the remaining area of footways where cycleway designation is likely to be required to deliver a joined-up, continuous cycle route between Pool Meadow Bus Station and Coventry Railway Station. The scope of this report also extends south to the junction of Warwick Road and Spencer Road, following the Council's receipt of Section 106 funds to deliver cycle infrastructure improvements tied to the VITA Students development on Warwick Road. Consultation and feedback were already considered in the report of 28 February 2024 or as part of the planning process for the student housing.

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

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

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

RESOLVED that the Cabinet Member for City Services:

- 1) Approves the removal of footways and construction of new footways and cycle tracks on Queen Victoria Road, Greyfriars Road, Warwick Row, Warwick Road, Manor House Drive, Ringway St Patricks, Eaton Road, Friargate Boulevard, Westminster Road, Central Six Retail Park Access Road, Michaelmas Road and Spencer Road, under Sections 65 and 66 of the Highways Act 1980 which for the purposes of identification are shown in Appendix B attached to the report.**
- 2) Approves the designation of cycle track along Freemans Way, Greyfriars Green and the footpath between Manor House Drive and Warwick Road under Section 3 of the Cycle Tracks Act 1984 which for the purposes of identification are shown in Appendix B attached to the report.**
- 3) Approves the addition of £1,502,310 to the five-year capital programme following confirmation of the ATF4 change request and confirmation of the Active Travel Integrated Settlement.**
- 4) Approves the reallocation of £2,197,690 of funding previously outlined in the Highways Capital Programme as approved by Cabinet on 18 March 2025.**

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

The Cabinet Member for City Services, Councillor P Hetherton, considered a report in response to longstanding concerns from residents regarding school-related parking and congestion, Coventry City Council has implemented School Street restrictions at five locations across the city. The first scheme was introduced in February 2023 at Templars Primary School. Phase 2 followed in September 2024, extending the initiative to roads near Southfields Primary School, Ravensdale Primary School, Stanton Bridge Primary School, and Cardinal Wiseman Secondary School.

School Streets created temporary Pedestrian and Cycle Zones during peak school travel times—typically 30 minutes to 1 hour at the start and end of the school day. During these periods, motor vehicles are prohibited from entering the zone unless they hold a valid permit or exemption. The initiative aims to reduce congestion, improve safety for children walking, wheeling or cycling to school, and lower air pollution levels.

These restrictions address persistent traffic issues that, like many schools across the city, have affected the five locations for several years, despite previous mitigation efforts. All schemes were introduced under Experimental Traffic Regulation Orders (ETROs), allowing an 18-month trial period before a decision is made on their permanence.

Following a successful trial, the Templars Primary School, School Street, was made permanent in June 2024. The four Phase 2 schemes have now completed one full academic year, and a decision is required on whether to retain or revoke these restrictions.

To support compliance, ANPR camera enforcement was introduced at all five sites in October 2024, following an initial six-week monitoring period. This enforcement remains in place and has contributed to improved adherence to the restrictions.

Monitoring and community engagement has been used to assist in evaluating Phase 2 schemes. Feedback from schools has been overwhelmingly positive, citing noticeable improvements in the street environment and a safer, more welcoming space for active travel. Site observations corroborate these findings, showing reduced traffic volumes and congestion.

While resident feedback has generally supported the initiative, concerns were reported regarding enforcement and parking, particular on Potters Green Road. The Council continues to work collaboratively with residents, parents, and stakeholders to address emerging issues and provide tailored solutions where feasible.

Based on site assessments and having considered stakeholder feedback, this report recommends making the four Phase 2 School Street schemes permanent.

Additionally, the Council has secured external grant funding to launch Phase 3 of the School Streets programme in 2026. This next phase will be supported through Active Travel Fund 5 and the Local Network Improvement Programme. Three new sites have been identified: Holbrook Primary School (Gateside Road and Crown Green), Limbrick Wood Primary School (Bush Close), and Aldermoor Farm Primary School (Pinley Fields).

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

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

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

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

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

RESOLVED that the Cabinet Member for City Services:

1) Approves making the following experimental orders permanent:

- City of Coventry (East Street & South Street) (Pedestrianised School Street) (Experimental) Order 2024
- City of Coventry (Oliver Street) (Pedestrianised School Street) (Experimental) Order 2024
- City of Coventry (Potters Green Road) (Pedestrianised School Street) (Experimental) Order 2024
- City of Coventry (Ravensdale Road) (Pedestrianised School Street) (Experimental) Order 2024

2) Approves the continued use of Automatic Number Plate Recognition (ANPR) cameras at all five School Streets to enable camera-based compliance monitoring of the School Streets restrictions.

3) In recognition of the findings from phases 1 and 2 of the School Streets programme, approves the deployment of ANPR cameras to enable camera-based compliance monitoring of the three School Streets restrictions proposed to come forward as part of the phase 3 of Coventry's School Street programme as detailed in paragraph 2.36 and shown in Appendix E to the report.

4) Notes the intention that as part of phase 3 of the School Streets programme, that the existing afternoon operational time at the Cardinal Wiseman School Street will be reduced by 15 minutes from a start time of 2:45pm to 3pm, in line with feedback from the local community and that existing parking restrictions at Cardinal Wiseman and Stanton Bridge Schools would be refreshed and reviewed, again in line with community feedback; including variation to the morning operational time at the Cardinal Wiseman School Street.

5) Agrees to receive a further report in Spring 2027 providing an update on the first 12 months operation of phase 3 of the school streets programme in which a further review and analysis of the impact of phase 2 and the matters raised in this report will be considered and reviewed.

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

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

Residents, with the support of Allesley Parish Council, have contacted the Council on several occasions over the previous 18 months+ regarding ongoing concerns associated with antisocial behaviour (ASB) and misuse of Watery Lane, Corley Moor. The concerns raised include fly tipping, late-night gatherings, antisocial behaviour and conflict between drivers and non-motorised road users.

In response to the concerns raised, a scheme proposing the introduction of restrictions preventing motor traffic from using a section of Watery Lane was developed in liaison with the Parish Council. The scheme proposed would use bollards to prevent motor vehicles from entering the section of Watery Lane between Oak Tree House and Hollyberry Hill Farm as shown in Appendix 1. The bollards would be removable, and keys provided for access to adjacent land. Through the scheme, adjoining sections of Watery Lane between Oak Tree House and Green Lane would also be subject to a prohibition of driving except for access restriction, however this would be signed only and remain physically open.

On 7th March 2024 a Traffic Regulation Order (TRO) proposing the introduction of prohibition of driving except for access on Watery Lane was advertised. This commenced a twenty-one (21) day statutory objection period. Six (6) objections were received. In accordance with the Council's procedure for dealing with objections to TROs, they were reported to the Cabinet Member for City Services for a decision on how to proceed.

The objections received raised several concerns associated with the impact and inconvenience of the restriction on residents and landowners and highlighted the risk facilitating other types of antisocial behaviour on Watery Lane and neighbouring roads.

Petition 50 24-25 was reported to the Cabinet Member on 9th April 2025. The 30-signature petition request Coventry City Council to “close the section of Watery Lane between Elkin Wood and the first house 'Hycott' with lockable bollards. This is to address safety concerns on the narrow section of lane with poor visibility for pedestrians, cyclists and horse riders.”

Following receipt of that petition it was agreed that it would be incorporated into an updated version of the previously deferred Watery Lane, Corley Moor – Objections to Proposed Prohibition of Driving Restriction Report from 2024. Included within the recommendation at that time was a proposal to utilise an Experimental Traffic Regulation Order (ETRO) and semi-permanent temporary traffic management to trial the proposed closure of Watery Lane for a duration between 12 to 18 months. This would allow any impact on the local community to be assessed before a decision was made on any permanent measures.

RESOLVED that the Cabinet Member for City Services:

- 1) Considered the objections to the proposed City of Coventry (Watery Lane, Parish of Allesley) (Prohibition of Driving) Order 2024.**
- 2) Approves that the Order as advertised is not implemented and that objectors are informed.**
- 3) Endorses officers introducing a 12-to-18-month trial using an ETRO with semi-permanent temporary traffic management measures at this location in order to test the impact of a Prohibition of Driving restriction at this location.**

28. Weight Restriction on London Road (B4110)

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

At present some heavy goods vehicles (HGVs) are using the section of London Road (B4110) between ASDA Roundabout and Tollbar End for direct access between A45 / A46 and the north. Residents in Whitley and Willenhall have expressed concerns about the adverse traffic and environmental impacts caused by these vehicles on the neighbourhood and requested that HGVs should be prevented from using this section of London Road as a through traffic route.

The Council has investigated different options to address these concerns. It is suggested that a 7.5 tonnes weight restriction is introduced using an experimental traffic regulation order (ETRO). This enables the Council to trial the prohibition for 18 months before deciding whether to make the weight restriction permanent or remove it.

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

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

RESOLVED that the Cabinet Member for City Services:

- 1) Notes the intention to introduce an ETRO weight restriction on London Road which is to be advertised and brought into force in autumn 2025 at the earliest.**
- 2) Requests that officers monitor the performance of ETRO and produce a follow-up report to consider any representations received and make recommendations as to whether the weight restriction should be made permanent in the future.**

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

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

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

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

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

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

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

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

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

30. **Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.50 pm)