
Cabinet Member for City Services

1st July 2026

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P Hetherton

Director approving submission of the report:

Interim Director of Economic Growth

Ward affected:

Woodlands

Title:

Petition E27-25/26 - New footpath between Pickford Green and Eastern Green

Is this a key decision?

No

Executive summary:

A petition signed by 97 residents requested the provision of a new footway along Pickford Green Lane to improve pedestrian access between new housing developments and Eastern Green, citing safety concerns arising from the absence of a dedicated footway. Following investigation, the Council confirmed that extending the existing footway is not feasible due to significant physical and environmental constraints, including the need for land acquisition. Instead, enhanced pedestrian and cycle links will be delivered through the Eastern Green Sustainable Urban Extension (SUE), although the delivery timescale is not yet defined.

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

Public transport options have also been reviewed. While no bus services currently operate along Pickford Green Lane, future opportunities will be supported by a proposed bus gate linking the SUE to the Lane. Discussions with Transport for West Midlands and National Express are ongoing to explore future service enhancements. Demand responsive transport

through the West Midlands On Demand service may offer interim flexibility for some residents.

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

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Note the petitioners' concerns
- (2) Approve the phased approach set out within the report to address the concerns raised.

List of Appendices included:

Appendix A – Petition Response Letter

Appendix B – Plan showing Rights of Way Network

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: Petition E27-25/26 - New footpath between Pickford Green and Eastern Green

1. Context (or background)

- 1.1. A petition containing 97 signatures has been received requesting that the Council take action to provide a new footway along Pickford Green Lane to improve pedestrian accessibility between the new housing developments on Platinum Way and Hollyberry Way.
- 1.2. The petition states that residents are currently unable to walk their children to school in Eastern Green due to the absence of a footway and associated safety concerns arising from pedestrians having to walk in the carriageway.
- 1.3. The petition text reads: “We the undersigned petition the Council to provide a new footpath between Pickford Green and Eastern Green along Pickford Green Lane. There is no footpath on Pickford Green Lane between the new housing developments on Platinum Way and Hollyberry Way. Residents cannot walk their children to school in Eastern Green because it is not safe on the road. The council states that it expects residents to walk across muddy fields before the rest of the Eastern Green development is completed which is unacceptable”.
- 1.4. Pickford Green Lane is a rural road linking the B4104 Birmingham Road with Hockley Lane/Upper Eastern Green Lane. It forms part of the western boundary of the Eastern Green Sustainable Urban Extension (SUE), a major residential led mixed-use development covering approximately 435 acres and comprising new housing, employment land, and a district centre. Construction of which is underway.
- 1.5. As part of the construction of Hollyberry Way, a new footway was delivered to connect with existing pedestrian infrastructure, providing a route between Hollyberry Way and Hockley Lane/Upper Eastern Green Lane. Other developments on the Lane, including Farriers Way do not provide or benefit from sections of connected footway.
- 1.6. Following investigation of the issues raised, a determination letter was issued to the petition organiser. A copy is provided at **Appendix A**.
- 1.7. The determination letter set out that the Council does not intend to extend the footway along Pickford Green Lane beyond the section constructed to Wayland House. This is due to significant physical and environmental constraints, including the need for land acquisition, which preclude further extension. It was also noted that enhanced pedestrian and cycle links will be delivered through the Eastern Green SUE, although the timescale for delivery is not yet defined.
- 1.8. Until this new infrastructure is in place, the existing public rights of way (M226 and M226a) will continue to provide an alternative walking route between Pickford Green and Eastern Green. The Council is actively reviewing potential Section 106 funding opportunities to accelerate improvements along this corridor, including possible enhancements to these rights of way and the introduction of additional safety measures on Pickford Green Lane.

- 1.9. Following receipt of the determination letter, the petition organiser requested that the matter be considered at a Cabinet Member for City Services meeting.
- 1.10. The petition organiser also sought further information on potential interim measures, including the feasibility of enhancing and hardening of public rights of way during ongoing construction works, and the possibility of providing a fare-paying shuttle service between Pickford Green and Eastern Green during school travel times until an appropriate walking route is available.
- 1.11. The remainder of this report addresses these matters in detail.

2. Options considered and recommended proposal

- 2.1. Following receipt of the request to further consider and detail what enhancements could be undertaken to the network of public rights of way that provide an alternative pedestrian route to the carriageway of Pickford Green Lane a further assessment has been conducted of the routes.
- 2.2. A plan showing public rights of way within this area are shown in **Appendix B**. This shows that public footpath No. M241 is currently closed due to the works taking place at the employment site. It connects to M240, which is also closed due to building works. Both routes will be improved as part of future development works taking place as the sustainable urban extension comes forward. It is anticipated that these routes will be the primary corridors for active travel linking the developments subject to this report to the existing Eastern Green area.
- 2.3. Whilst the routes referenced above remain closed, pedestrians are able to use public footpath No. M226 and M226a as an alternative route. These routes run through rural farmland to the west of Pickford Green Lane and are accessed via the access track to Pickford Grange and as such would still require a short distance of on carriageway walking. These route provide connectivity into the end of Church Lane. These routes are not sealed or stoned, generally running along field headlands. They are generally considered to be good, albeit it is recognised that as a rural route, their condition will vary throughout the seasons. A survey of both routes has been commissioned with our rights of way service who have identified that some minor remedial works and stoning is required around a kissing gate on the route. Works to address this are currently being planned and are scheduled to be undertaken over the coming summer months.
- 2.4. In addition to works to enhance the public footpaths referenced above, proposals are currently being developed to enhance traffic management and road safety on Pickford Green Lane through the introduction of a new reduced 30mph limit which will run from Pickford Grange to join the existing 30mph speed limit in the region of Farriers Way. This new reduced speed limit will complement access enhancement works on the lane which will include a new signal-controlled junction on the lane to aid traffic movement at the Y junction and bend of Pickford Green Lane at Pippinfields. These works are anticipated to come forward in the current financial year.
- 2.5. Public transport options have been reviewed as part of the preparation of this report. Although no bus services currently operate along Pickford Green Lane, future opportunities will be strengthened by the proposed bus gate linking the Eastern Green

Sustainable Urban Extension (SUE) to Pickford Green Lane. While discussions on future routing remain ongoing, the bus gate is expected to support improved public transport accessibility as the development progresses. Engagement with Transport for West Midlands (TfWM) is continuing, noting that the transition to a fully franchised bus network from 2027 will provide TfWM with greater flexibility to introduce enhanced services and new routes in areas that are currently underserved.

- 2.6. The nearest existing bus service to Pickford Green Lane is the NX14, which operates along Hockley Lane and Upper Eastern Green Lane, with the closest stop located at the junction of Church Lane and Hockley Lane. It is not currently feasible to amend this route to serve Pickford Green Lane. The X1 service, a limited-stop route operating along the A45, has its nearest stop at the Parkhill Drive terminus. An amendment to the routing of this service provides the best potential to serve Pickford Green Lane, although it is noted that this intended as a limited stop service. Both services are operated commercially by National Express, and decisions regarding routing, stop locations and timetabling rest solely with the operator. Neither the Council nor TfWM has the authority to require changes to commercially operated routes.
- 2.7. Notwithstanding these constraints, discussions with both TfWM and National Express remain ongoing to explore opportunities for enhanced bus provision to directly serve the new Eastern Green developments in the future.
- 2.8. Consideration has also been given to TfWM's *West Midlands On Demand* service, which operates without fixed routes or timetables and instead provides demand-responsive transport based on user-specified pick-up and drop-off points. Subject to vehicle availability, this service could offer residents a more convenient option for accessing destinations closer to home. Further information is available on TfWM's website.

3. Results of consultation undertaken

- 3.1. None as a result of this petition. Statutory notice periods associated with advertisement of legal notices will come forward in Autumn 2026 as part of the proposed changes to speed limits and road safety enhancements referenced above.

4. Timetable for implementing this decision

- 4.1. It is anticipated that any identified enhancements to public footpath M226 and M226a will be undertaken during August 2026. The statutory notices associated with the proposed new speed reduction and associated traffic and road safety measures will be advertised during Autumn 2026 and are intended to be delivered within the current financial year (2026/27).

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

5.1. Financial Implications

Whilst there are no direct costs associated with the recommendations set out within this petition, the proposed enhancements to the set out in section 2.4 (onwards) of this report will be delivered utilising Section 106 funding secured by the Authority as part of

developer contributions associated with current and planned developments within this area.

Any costs associated with the identified enhancement of public footpath M226 or M226a will be funded from an allocation of the approved Local Network Improvement Programme for 2026/27.

5.2. Legal Implications

There is no general statutory duty on a highway authority to provide a footway alongside a highway where no such pedestrian facility currently exists. Whilst the Authority has powers under the Highways Act 1980 to improve highways and to construct footways where it considers this to be appropriate and justified, the exercise of those powers is discretionary and subject to considerations including need, safety, feasibility, environmental impact, land requirements and the Authority's statutory duties, policy priorities and available resources. Accordingly, the receipt of a petition requesting the provision of a footway does not create a legal obligation on the Authority to deliver such infrastructure.

Enhanced pedestrian facilities will be provided as part of future phases of development associated with the Eastern Green SUE and interim enhancements to improve existing rights of way and aid road safety and traffic management along Pickford Green Lane will also be introduced.

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order, including an experimental order, on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

6. Other implications

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

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

The proposed implementation will contribute to the City Council's aims of ensuring that citizens are safe and the objective of working for better pavements, streets and roads is achieved.

Improving the appeal and access for residents will contribute to a strong and resilient economy and communities in the future.

How is risk being managed?

None identified

6.2. What is the impact on the organisation?

None identified

6.3. Equalities / EIA?

The introduction of the proposed changes will assist road safety and improve access for pedestrians.

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

None identified

6.5. Implications for partner organisations?

None identified

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Enquiries should be directed to the above person

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Sunny Heer	Lead Accountant	Finance and Resources	12/06/2026	15/06/2026
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Councillor P Hetherton	Cabinet Member for City Services	-	22/06/2026	22/06/2026

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

Appendix A – Petition Response Letter

I am writing with regard to the above petition and your request for a new footpath between Pickford Green and Eastern Green.

The matter was discussed with Councillor Hetherington, 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.

We note your concerns regarding pedestrian safety and the desire for a direct walking route to the junior and infant schools off Hockley Lane. The Council has considered this issue previously, and we can confirm that there are no plans to install a continuous footway along Pickford Green Lane beyond the section already constructed up to Wayland House. This is due to significant physical constraints, including existing hedgerows, drainage ditches, and the narrow road alignment, which make provision of a footway challenging without land acquisition and environmental impact.

However, dedicated pedestrian and cycle routes are planned as part of the Eastern Green Sustainable Urban Extension development. These routes will provide safe, segregated walking and cycling connections between new housing areas and local facilities, including schools. Details of these plans are available on the Council's planning portal under application reference Eastern Green Sustainable Urban Extension.

In the meantime, there is a public right of way (M226 & M226a) that is still open and provides a walking route between Pickford Green and Eastern Green. We acknowledge that this does not provide an ideal route for all weather conditions, however, it will remain as an alternative option until the planned infrastructure is delivered.

The Council is reviewing potential Section 106 funding opportunities to accelerate delivery of improvements in this area. As part of this review, we will assess whether improvements can be made to the public rights of way referenced above, or if additional measures, such as a reduction in speed limits and traffic control measures can be introduced to enhance the corridor along Pickford Green Lane.

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.

