

Coventry

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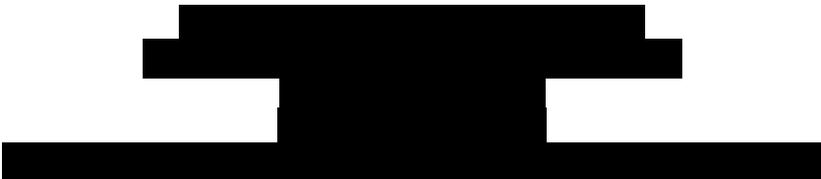
Comment text:

Related subject: The entire city

I have also provided this submission via email but am sending this as a backup.

Attached Documents:

- CovBoundaries.docx



21st January 2024

Dear Sirs,

Re: Draft recommendations for new electoral wards in the City of Coventry

I was raised and educated in Coventry; I am now 66 years old and planning to return to the city on a permanent basis for my retirement. Since my teens, I have had a keen interest in local governance rather than politics, and what I have noted over successive reviews has been a tendency to move away from rational and well-supported electoral boundaries towards divisions which support electoral equality at the expense of common sense and natural affinities. I understand that, notwithstanding the importance the LGBC puts upon community identities and connections, it is often expedient to draw up boundaries which are heavily influenced by the need for electoral equality. But in Coventry, with successive reviews slicing bits off wards on one side, then tacking bits on elsewhere, boundaries have too often been pulled far from their natural locations. I hope that this review will be used to reverse that trend, by looking to actual communities within the city rather than once again adopting the “bacon slicer” approach.

However, I would also note that while it is of primary importance to recognise and where possible use clear natural or man-made features in drawing up ward boundaries, there are also times where it is necessary to bring two or more local communities together to create good electoral equality, and indeed in the October 2023 Draft Recommendations, there are several examples of areas being “tacked on” for no reason other than to create a large enough electorate. I hope simply to improve on those recommendations.

It is also an odd fact that for many years, there have been several wards whose names do not reflect any community or uniquely local geographical feature. I don't think anyone in Sherbourne, Woodlands, Wainbody, Bablake or St. Michael's wards would tell you they live in a district with that name. Sherbourne could be applied to any place where the river might be found: to its existing location, or the city centre which it flows under, or Charterhouse Field to the south-east. Bablake doesn't include the school of that name. And while St Michael's makes passing reference to the cathedral, it's not a term that anyone uses when referring to the cathedral or that part of the city. I believe we should change to using names which refer to neighbourhoods within the wards in question.

WEST and SOUTHWEST:

I agree that the A45 serves as a useful dividing line in this part of the city and that there are places where it should be used, but it does not constitute so impermeable a boundary that this option should be applied without exception. I would also ask the Commission to note that in this part of the city, there are two other important man-made boundaries:

(1) the railway line that runs first east and then southwest from Coventry rail station, towards Kenilworth, which after Leamington Road is only crossed at Coat of Arms Bridge Road and the A45 Kenpas Highway itself. There is then no crossing place southwest of the A45, where it forms a clear barrier between the communities to the east and west of the line, separating the Pf and Pb polling districts; and

(2) the railway line running west from Coventry station, once it is beyond the A45. It is not a real barrier at the current Earlsdon/Whoberley boundary, where it is conveniently crossed by Albany Road and Earlsdon Avenue North, and Beechwood Ave also provides a busy and practical route, connecting areas north and south of the railway. However, beyond the A45 it is a much more important boundary between communities, crossed only by the narrow road under the bridge at Wolfe Road, and then the rather barren and unfriendly overpass at Cromwell Lane/Station Ave near Tile Hill station. Because of this, I would suggest that west of the A45, the railway line should form the natural boundary between revised wards, and I will use this in my proposals later.

EARLSDON: redrawn, more like Earlsdon itself

The existing ward boundaries and Draft Recommendations for Earlsdon ward both include substantial areas which are not part of the Earlsdon community, while managing to exclude roads which are part of Earlsdon or have close ties to it. I believe that at present, clear social and community ties are being ignored, but that it is possible to redraw the ward to respect these considerations more closely. The Earlsdon community is entirely west of the A429 Warwick Road, and it's then a matter of debate whether it includes or excludes the Memorial Park. But the parts of Stivichall currently included in the ward (PDs Dd and Df) are clearly separate from Earlsdon, and residents of that area do not look to Earlsdon for shopping or other services, but rather to locations within Stivichall, Finham and Cheylesmore, where they have obvious ties of geography and community.

I would therefore propose revised ward boundaries which use the A45 running southeast from the Broad Lane junction, then turning to head northeast along the Coventry-Kenilworth rail line, and north along Leamington Road and the A429 Warwick Road to the Ring Road, A4053. This removes those parts of Stivichall currently included, and taken with my proposals for a new Westwood Heath & Cannon Park ward, below, this also creates an opportunity to draw up a new ward centred on Stivichall and Finham.

I would then propose a northern boundary for Earlsdon running eastwards along Broad Lane from the A45, retaining most of PD Dh in the ward, and continuing east along the B4101 Tile Hill Lane and Hearsall Common Road. I would then run the boundary up Queensland Ave B4107 and east along the B4106 Allesley Old Road/Spon End/Butts Road and final southeast along the A4053 to meet Warwick Road and complete the ward boundary.

This would bring in to a redrawn Earlsdon ward all those roads which are recognised as being part of the Earlsdon community, on either side of Earlsdon Avenue North, and south and east of Hearsall Lane. It would also bring in the neighbourhood of Chapelfields, east of Queensland Ave and south of the B4106. This community has many characteristics in common with Earlsdon proper, and strong social and commercial ties to it. Finally, it would

also bring in those roads connected to Earlsdon via Albany Road, in PD Li; the suggestion in the Draft Recommendations was to keep this PD as a very isolated part of St Michael's, but I would assert that it is a much better solution to include it in Earlsdon, which these roads have good social and commercial links with, while this also provides the revised Earlsdon ward with good electoral equality with a 2029 electorate of around 13,950. In summary: remove PDs Dd, Df and a very small part of Dh; add PDs Li, Ra and parts of Re and Me. This creates a more geographically compact ward, and one which brings together all the areas which are part of **Earlsdon**. The ward name remains as it is, and more accurately describes the area within it.

The old WAINBODY with WESTWOOD (southern part): becomes Westwood Heath & Cannon Park

My proposals will improve upon the Draft Recommendations for Wainbody, with beneficial knock-on effects for other wards. The Draft suggested that Westwood Heath (Polling District Qg) should be added to the existing Wainbody, creating a monstrously elongated entity some 4.5 miles wide and taking, according to Google Maps, 1 hour 38 minutes to walk from east to west. This is clearly not acceptable, when a more rational solution exists.

By using the A45 and the two railway lines mentioned above, it is possible to create a more compact and logical ward which follows 3 clear boundary lines and has good electoral equality with a 2029 electorate of 13,435. That is, adding PDs Qe, Qf and Qg from Westwood, but removing Pa, Pb and Pc from the southeast of Wainbody. This brings together similar suburban areas to the southwest of the city, and unites neighbourhoods which have connections to Warwick University, including both academic buildings and student accommodation. Finally, I would suggest dropping the Wainbody name and renaming the ward after two major population centres: **Westwood Heath & Cannon Park**.

This arrangement has beneficial effects on representation for two neighbouring areas: taken with my recommendations (above) for Earlsdon ward, it creates an opportunity to consider Stivichall and Finham as a single community, whereas at present they are divided between three wards, which must be seen as a major improvement for that area (see under **South & Southeast**). Secondly, it makes it possible to create a neighbouring compact and entirely logical ward to the north of the railway, as explained below.

The old WESTWOOD (northern part) with WOODLANDS (southern part): becomes Tile Hill

Having transferred PDs south of the railway to the proposed Westwood Heath & Cannon Park ward, and again using the A45 as the east/west boundary in this part of the city, it is then possible to create a superbly logical and geographically compact new ward to the north of the railway. The Tile Hill community has for decades been divided between wards, and we can now end that, by using the clear community boundaries of the railway to the south, the A45 to the east, and Broad Lane to the north. This brings together PDs Qa, Qb, Qc and Qd from the old Westwood with PDs Sa, Sb, Sc and that part of Se south of Broad Lane, and I think the 2029 electorate will be around 13,500, which provides for good electoral equality. If it is considered that the electorate needs adjusting up or down, there are two options: removing part of Hockley (PD Sa to the west) to reduce numbers, or adding more voters

from the existing Se polling district north of Broad Lane, which it currently straddles, to increase numbers. I would suggest simply calling this new ward **Tile Hill**, to represent the community within it, which seems more appropriate than continuing either of the Westwood or Woodlands names for this ward.

The old WOODLANDS (northern part) and BABLAKE; becomes Allesley & Keresley, Eastern Green & Allesley Park

I believe that the proposals made above for a redrawn Earlsdon ward, and new wards of Tile Hill and Westwood Heath & Cannon Park have very substantial merit, creating wards which much more closely represent communities in this part of Coventry, and that it is then possible to complete the map for this part of the city while also making positive changes to previous boundaries.

The substantial housing developments planned within the old Bablake ward necessitate major revisions to boundaries in this area; this creates an opportunity to create a new ward which by being more narrowly drawn has a closer focus on its two key communities. I propose creating a new ward from the northwestern parts of the old Bablake, to be called simply **Allesley & Keresley**, after its main constituent communities. This can be achieved by keeping together PDs Ah (north of the A45), Aa, Ab (except for the area to the southeast, east of Coundon Wedge Drive and bounded by the river Sherbourne, to be attached to Mc), Ac, Ae, Af, Ag, Ai and Aj, and adding Gi from the old Holbrook ward, which lies to the west of Bablake's Ag PD and is currently a geographical anomaly which can be satisfactorily resolved by being part of Allesley & Keresley ward.

This preserves associations and community ties from the old ward in a more compact arrangement with a 2029 electorate of around 14,550. PD Ad, and Ah south of the A45, both have ties outside the old Bablake, which I deal with below (for Ah) and later on (for Ad).

My proposals for the new wards of Tile Hill and Allesley & Keresley also make it possible to arrive at a logical and practical solution for Upper and Lower Eastern Green and the planned Eastern Green SUE. It seems entirely logical to unite the planned Eastern Green SUE with the existing community, by bringing PD Ah south of the A45 together with the PDs north of Broad Lane (Sd, Sf, Sg, Sh and part of Se from the old Woodlands ward). I estimate that the current electorate of c.200 in the southern part of Ah is likely to rise to around 2,000 by 2029, based on numbers in the Coventry Electoral Forecasting Proforma Excel spreadsheet. However, with the Woodlands PDs mentioned above, this only suggests a 2029 electorate of around 10,400, which is insufficient on its own for warding purposes.

Because the proposals which I made earlier for suburbs to the south of Broad Lane clearly respect fundamental ties of community, I am unwilling to reconsider them. Equally, the areas northeast of the A45 and north of the A4114 constitute Allesley "proper" and Keresley, and I would be strongly against dividing a clear and very individual community by revisiting my proposals for that part of the city.

There is however a practical and I believe logical solution to the question of electoral size. I would suggest crossing the A45 and adding Allesley Park (PDs Rd, and Rb down as far as the

Guphill Brook), to produce an electorate of around 14,000. While this conflicts with the notion of using the A45 as a boundary, I believe this arrangement can be justified. First, it respects proposals to the south, which create compact and logical wards in Tile Hill and Westwood Heath & Cannon Park. Second, it makes it possible to recognise and maintain the integrity of “Allesley proper” north of the A45, and to create a solution in that area which fully respects very long-established community, cultural and social ties. And finally, it brings together Allesley Park with the area called Allesley Green within PD Sg: the two parts of Allesley which are not part of the historic suburb, but which instead share many similarities with the existing Eastern Green area, in terms of character, social mix and style of housing, as they were developed at roughly the same time for similar potential residents.

I would suggest calling this new ward, comprising Allesley Park, Allesley Green, Upper and Lower Eastern Green and the SUE, **Eastern Green & Allesley Park**. This is representative of the areas included, and far superior to continuing the Woodlands name.

WHOBERLEY and SHERBOURNE: becomes Coundon & Whoberley

My earlier proposals remove Allesley Park and Chapelfields from the old Whoberley ward, reducing it to the Whoberley neighbourhood itself (specifically, PDs Rc, that part of Re north of the B4101 and west of Queensland Avenue, a scrap of Rb south of Guphill Brook and a scrap of Dh north of Broad Lane, with a 2029 electorate of perhaps 4,400. I propose bringing this area together with as much as possible of Coundon, by uniting it with the greater part of Sherbourne ward: PDs Ma, Mb, Mc and Md, that part of Me west of the railway line from Coventry to Nuneaton, and that part of PD Ab mentioned earlier, east of Coundon Wedge Drive.

This proposal restores a historic boundary, the Coventry-Nuneaton railway line, which for many years formed the western limit of the old Godiva ward, and which served to divide the “central” area from the suburbs. This line served as an efficient and effective boundary, as the railway has relatively few crossing points, and therefore communities on one side of the railway have different connections and associations to communities on the other side. It is also a fact that for roads along or off the A4114 Holyhead Road, there is a wide gap between the residential area around Northumberland Road/Waveley Road, and where housing reappears around Beaumont Crescent in a more suburban setting.

There may be objections that this proposal crosses the B4106 Allesley Old Road, but I would reject that argument, given that (1) the old Whoberley ward currently crosses this road, and (2) Sherbourne ward has for many years included roads on both sides of the A4114 Holyhead Road, which is a more important thoroughfare. While a reasonable argument has been made for using the A45 as a boundary where possible, I do not consider that the same can be said for the B4106 or the A4114.

In summary, the boundaries of the proposed ward of **Coundon & Whoberley** would be, to the northwest, the Guphill Brook from the B4106 Allesley Old Road westwards to the A45; down the A45 to Broad Lane; east along Broad Lane to the roundabout and east along the B4101 Hearsall Common; then north along the B4107 Queensland Ave and east along the B4106 Allesley Old Road to run along the Coventry-Nuneaton railway line, then running NW

along Barker's Butts Lane and Hollyfast Road, continuing with the old Sherbourne ward boundary to where it meets Coundon Wedge Drive and down that road to the roundabout, finally running down the B4106 Allesley Old Road to meet the Guphill Brook.

This creates a ward with good electoral equality, at around 13,900 in 2029

CENTRAL AND NORTH CENTRAL:

HOLBROOK: barely changed

My proposal for Allesley & Keresley means that Holbrooks, minus PD Gi, has an expected 2029 electorate of 13,669, needing no further changes. I agree wholeheartedly that the ward name should be Holbrooks, not Holbrook.

RADFORD: refocused

I would again suggest using the Coventry-Nuneaton rail line as the eastern boundary for a revised Radford ward, removing PDs Kf and Kg. As said above, I believe that the railway line divides the communities on either side of it, and while these two PDs were added to the ward some years ago to achieve electoral quality, they are not natural parts of Radford and look more to the city centre and other facilities to the east of the railway. There's a substantial gap between 60 Radford Road on the "city" side, and where houses start again at Swillington Road on the "suburban" side, and this lack of physical continuity in housing stock emphasises the separation between the two communities.

Adding the Ad polling district currently in Bablake produces a 2029 electorate of around 13,910, and I believe this better reflects local ties, as the Ad district is clearly not part of Allesley or Keresley; it might be thought of as the northeastern part of Coundon, but including it in my proposed Coundon & Whoberley ward would make that ward greatly exceed its appropriate electorate, and the communities on either side of Radford Road share many facilities, with for example children from both areas attending the local schools, with Norman Place Road and Wallace Road forming a sensible boundary to the northwest of the redrawn ward.

ST. MICHAEL'S and FOLESHILL: becomes Central & Hillfields and Foleshill

Coventry has an inner-central area largely defined by the following man-made boundaries: to the west, the Coventry-Nuneaton railway line northbound, from where it crosses the B4106 Spon End until it meets and follows the eastbound B4118 Holbrook Way for a short distance to the Three Spires Roundabout, then southeast along the A444 Jimmy Hill Way to the Binley Road roundabout, and continuing along the line of the former railway (which forms the present boundary between St. Michaels and Lower Stoke), to meet the London-Coventry railway line, where it still defines a boundary westwards as far as the A4114 London Road. The remainder of the boundary to the southwest is more debatable, but I would suggest completing it by heading northwest along the A4114 London Road to the A4053 Ring Road, and following that to the B4104 Croft Road/Butts Road, with that road

leading us to where we began, at the Spon End/railway intersection, leaving PD Le for consideration under my proposals for the **South and Southeast**.

My reason for proposing this southwestern boundary is that, having suggested in my proposal for Earlsdon that the area west of the A429 Warwick Road (PDs Li and part of Me) should be transferred to that ward, where there are social and economic ties, it then also follows that PD Le (the area east of the A429 Warwick Road out towards London Road) should be considered in proposals for Cheylesmore. There are very clear physical ties, with Stoney Road, Manor Road and Park Road connected to Cheylesmore via the continuation of Stoney Road south of the railway and by Quinton Road, and the more recent housing development around Rodyard Way, Gillquart Way and Furlong Road etc. connecting to Cheylesmore by both Mile Lane and Quarryfield Lane. The ring road to the north separates these small residential areas from the city centre, and I think it makes sense to align them with Cheylesmore for electoral purposes.

The inner-central area I've described includes the existing St. Michael's ward except PDs Le and Li; PDs Me (east of the railway and north of the B4104), Mf, Kf and Kg, and all of Foleshill except PD Ef. I would note that Ef was only added to Foleshill to achieve electoral equality at an earlier review, and an opportunity now exists to reverse that decision. The forecast 2029 electorate for the area I've defined is 28,346 which it must be noted would create two wards with good electoral equality. I would suggest creating two wards, namely **Central & Hillfields**, and **Foleshill** (redrawn). These proposals would give recognition to another historic district of the city (Hillfields) which has been "un-named" for decades, and redraw Foleshill ward to fall entirely within the central area of the city, where its natural boundaries are.

I would suggest that the redrawn **Foleshill** should consist of the existing ward minus pd Ef, with the addition of PDs Kf and Kg. **Central & Hillfields** would comprise the old St. Michael's without PDs Le and Li, but with Mf and that part of Me described above. It would be possible to achieve greater electoral equality between the two new wards by then transferring the area bounded by Stoney Stanton Road to the southeast, Leicester Causeway and Harnall Lane West to the northwest, Foleshill Road to the west and the Ring Road to the south from Foleshill to Central & Hillfields.

SOUTH and SOUTHEAST:

The proposals I've made earlier for the **West and Southwest and West** of the city create, as I have noted, a significant opportunity to reconsider how Stivichall and Finham are represented electorally. These communities are closely connected geographically, with clear and well-established social and economic ties, but any proposals for Stivichall and Finham will have knock-on effects for Cheylesmore and Binley & Willenhall, largely because of the location of the small and relatively isolated community of Whitley, with low population density and large amounts of non-residential land within the Ca and Cc PDs, and the location of Whitley between Cheylesmore "proper" and Willenhall.

It may be that for reasons of geography and population, this is a difficult part of the city to formulate ideal proposals for, which might be why the historic arrangements divided

Stivichall and Finham between three wards, putting some roads quite inappropriately into Earlsdon, and carving up Cheylesmore. However, I believe that it is possible to put forwards proposals which, while significantly different to existing ward boundaries, provide a more appropriate and community-centred solution for this part of the city.

CHEYLESMORE, BINLEY & WILLENHALL, and PDs added from changes proposed earlier: becomes Cheylesmore East & Willenhall, Cheylesmore West & Stivichall and Binley

On existing boundaries, Cheylesmore has a 2029 electorate of 12,122, while the PDs added by my proposals for Earlsdon, Wainbody and St. Michael's (Pa, Pb, Pc, Dd, Df and Le) add a further 9,701, a combined total of 21,823; much too big for one ward, yet far short of the numbers needed for two wards. I have therefore looked first at "north-south" solutions, which would have involved bringing in over 5,800 voters from the existing St Michael's ward, but I cannot find community, social or economic ties between Cheylesmore and the Gulson Road/Far Gosford Street and Hillfields communities which would justify putting forward such an arrangement, for example by adding PDs La, Lc, Lg and Lh.

I've also looked at solutions which would bring in roads to the west and southwest, but I cannot then arrive at proposals which equal or come near to the proposals I've made above for Earlsdon and Wainbody wards, or which would provide better representation for Stivichall and Finham than the suggestion made below.

I would therefore instead put forward an "east-west" solution, adding PDs Bc and Bd; and Be except for the roads east of Middle Ride, comprising Willow Way and the roads off it (the relatively recently built "Willow Way" estate) which I suggest remains with Binley, as it is so different from the majority of Willenhall in terms of housing type and when it was built. In other words, adding the Willenhall part of the existing Binley & Willenhall ward, comprising almost all the area south of the main London-Coventry railway line, to the broader Cheylesmore, Stivichall and Finham area described above. This should bring the 2029 electorate for the area under consideration to around 28,000, enabling the formation of two new wards in this quarter of the city with good electoral equality.

I don't have access to enough detailed information on the distribution of voters to make definite recommendations for the boundary between these two new wards and would ask the LG BCE to apply their knowledge and expertise to this matter, but I would tentatively suggest the creation of a **Cheylesmore West & Stivichall** ward, with its eastern boundary running south from the A4053 Ring Road along Quinton Road, taking a small dogleg to continue south along Quinton Park, then heading southwest along The Chesils before heading broadly eastwards along Dillotford Avenue and southeast along Black Prince Avenue, then northeast on Leaf Lane to meet the A444, and south along the A444 to meet the city boundary. In PD terms, this proposal brings together the western parts of Le with the roads they most closely connect to in Cg, a small number of the geographically nearest voters from the west side of Cb, and slightly more from Ce; and unites all of the "clearly Stivichall" roads southwest of Dillotford Avenue, in Dd, Df and Pa with the small Fenside estate in the southern part of Cd, and brings them together with Finham (Pb, Pc).

The other new ward I would propose creating in this area (east of the possible boundary line described above, and south of the A4053 Ring Road, west of the A4114 London Road and south of the main railway line, apart from the Willow Way estate which remains in Binley ward) I would suggest calling **Cheylesmore East & Willenhall**. In PD terms it consists of Bc, Bd and most of Be; Ca, Cc and Cf; the eastern part of Le; most of Cb and part of Ce.

I will accept that this is perhaps the least “obvious” of all the proposals I make in this document, but I believe it is a reasonable way of dealing with the problems posed by the geographical features of this part of the city and the distribution of population, it has good electoral equality, and it brings together two communities in the southeast of Coventry which share facilities such as Whitley Park School. At ward level, Willenhall has always needed to be paired with another community and the real change here is that, instead of Binley being shorn of its northern parts to accommodate Willenhall, Cheylesmore can be divided to give not only Willenhall but also Stivichall and Finham better representation.

I would repeat that the definition of the boundary between these two new wards requires the knowledge and assistance of the LGBCE and I would ask its members to bear this in mind when considering my proposals. For example, if a transfer of voters from East to West Cheylesmore was required, the boundary could be moved from Dillotford Avenue to Arundel Road.

BINLEY & WILLENHALL: redrawn as Binley

The proposals I’ve made above leave perhaps 600 voters from the Willow Way estate, plus all those parts of the old Binley & Willenhall ward north of the railway line; in total, perhaps 7,500 voters. I propose adding the northern parts of Binley, in PDs Ta, Td and Tf, together with perhaps 600 voters from a small part of TB south of Belgrave Road (to be delineated by the LGBCE) to achieve a 2029 electorate of around 13,400. I would recommend calling this ward **Binley**.

LOWER STOKE: relatively minor changes

The forecast 2029 electorate of 15,810 is clearly too large and the simplest change would be to remove PD Jh, and to consider that PD with Upper Stoke and the rest of northeast Coventry. That would reduce the electorate to 13,320. However, I would ideally then recommend adding that part of PD Na south of the A4600 Walsgrave Road to the ward, to bring Kingsway, Marlborough Road and the streets in between into **Lower Stoke**, which they have greater physical proximity to, and more in common with, than they do with Upper Stoke.

Ideally, I would set the boundaries of Lower Stoke as: to the north, the A4600 Walsgrave Road eastbound from the A444 Jimmy Hill Way to the roundabout and then continuing east along Longfellow Road, before heading south along the B4082 Hipswell Highway/A4082 Allard Way, then as at present, west along the main railway line and northwards along the route of the former railway to Binley Road roundabout, and along the A444 to the A4600 where we began.

NORTHEAST:

Finally, I would like to make proposals for the northeast of the city: the old wards of Longford, Henley and Upper Stoke (less about 1,000 voters from the south of PD Na), together with PDs Ef and Jh; and Tc, Te, Tg, Th and most of Tb (but not the 600 voters transferred to Binley) from the old Wyken ward. I think the 2029 electorate for this remaining area is around 54,150 which is sufficient to create four new or redrawn wards.

UPPER STOKE: redrawn

Adjusting for the addition of PD Jh and the removal of part of Na, the electorate would be somewhat oversized, but this can be dealt with in a way which improves on current boundaries and is more consistent with other wards. In my proposals for Lower Stoke, I suggested a northern boundary running along the A4600 Walsgrave Road eastbound from the A444 Jimmy Hill Way to the roundabout and then continuing east along Longfellow Road, to meet the B4082 Hipswell Highway. This becomes a very satisfactory southern boundary for **Upper Stoke**, but I would then realign the eastern boundary to run up the middle of Hipswell Highway (the centre of a main road being used in most cases for the city), moving the houses on the west of the B4082 into Upper Stoke. Continuing the boundary all the way along the centre of Hipswell/Sewall Highway to cross the B4109 Bell Green Road establishes a clear and understandable boundary for the redrawn ward. The parts of PDs Ne and Nf to the east of the new boundary are removed from the ward; this part of Ne is referred to on maps as Wyken Green and would, I suggest, be better represented in Wyken ward, with the small part of Nf absorbed into Henley (see the changes proposed to Longford and Henley wards, below). At the northern end and to the west of the ward, I would suggest maintaining existing boundaries: crossing Bell Green Road and running behind the properties in Stuart Ct, Navigation way etc., and then southwards along the A444 Jimmy Hill Way, to Walsgrave Road.

LONGFORD: redrawn

Transferring PD Ef from Foleshill necessitates other changes to create electoral equality for **Longford** ward. I would suggest that the least disturbance to local ties and the core communities of Longford ward can be achieved by the transfer of PDs Hk, Hg, Hi and that part of Hj east of the B4109 Alderman's Green Road/Parrotts Grove, to the existing Henley ward, which I believe achieves electoral equality for both Longford and (taking my other proposals into account) Henley.

WYKEN: becomes Wyken & Walsgrave

My proposal for Binley involve the transfer of PDs Ta, Td and Tf, together with perhaps 600 voters from a small part of TB south of Belgrave Road, from Wyken. The addition of all that part of PD Ne to the east of Sewell Highway adds perhaps 2000 voters. To achieve electoral equality, I would suggest adding PDs Fa, Ff and Fh from Henley; and to reflect the communities represented within the ward, I would rename it **Wyken & Walsgrave**.

HENLEY: redrawn; becomes Wood End

Implementing the other changes I've suggested actually leave a compact redrawn ward with good community ties. The transfer of PDs Fa, Ff, Fh to a new Wyken & Walsgrave ward is balanced by the addition of PDs Hk, Hg and Hi, plus the small part of Nf east of Sewell Highway, and that part of Hj north of the M6 motorway and east of the B4109 Alderman's Green Road/Parrotts Grove. I would suggest renaming this ward, to represent perhaps the best-know community within it, and adopting the name **Wood End**.

In conclusion:

I hope that my recommendations will be seriously considered; they form an alternative to the continued "trimming and glueing on" which characterises too many of the other submissions you have received, and are a serious attempt at drawing boundaries which provide a fresher and more rational look at the representation of the citizens of Coventry.

Yours faithfully,

