

Cabinet Member for City Services

19th November 2018

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

St Michael's

Title:

Objections to Proposed Revocation of No Left Turn from Warwick Road into Westminster Road

Is this a key decision?

No

Executive Summary:

As part of the Station Master Plan works, it is proposed to temporarily increase the available off street car parking at Westminster Road.

Currently, due to existing traffic management arrangements, vehicles cannot turn left from Warwick Road into Westminster Road where the car park entrance is located. Therefore, to improve access it is proposed to permit the left turn and change the road layout at the junction to facilitate this manoeuvre.

On 20th September 2018, a Traffic Regulation Order (TRO) to revoke the prohibition of left turn was advertised. 2 objections were received.

In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed TRO and changes to the road layout, if approved, will be funded from within the Coventry Station Masterplan capital budget

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed waiting restrictions;
2. Subject to recommendation 1, approve the City of Coventry (Warwick Road) (Prohibition of Left Turn Revocation) Order 2018 is made operational.

List of Appendices included:

Appendix A – Location Plan
Appendix B – Copies of objections.

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been 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: Objections to Proposed Revocation of No Left Turn from Warwick Road in to Westminster Road

1. Context (or background)

- 1.1 As part of the Station Master Plan works, it is proposed to temporarily increase the available off street car parking at Westminster Road. The off street parking will consist of a public car park of 157 spaces, of which 6 are designated disabled parking spaces, and a private parking area with 47 spaces for Eaton House.
- 1.2 Currently, due to existing traffic management arrangements, vehicles cannot turn left from Warwick Road in to Westminster Road where the car park entrance is located. Therefore, to improve access it is proposed to permit the left turn and change the road layout at the junction to facilitate this manoeuvre.
- 1.3 On 20th September 2018, the Traffic Regulation Order (TRO) proposing to revoke the existing no left turn (from Warwick Road in to Westminster Road) order was advertised in the local press. Notices were also posted on lamp columns in the area of the proposal. The advert commenced a 21-day objection period, advising any formal objections should be made in writing by 11th October 2018. 2 objections were received.

2. Options considered and recommended proposal

- 2.1 The 2 objections received raise issues relating to the impact of the new route for traffic on vulnerable users in the area. The two objections are detailed in full in Appendix B.
- 2.2 In considering the objections received, the options are to:
 - i) make the order as advertised;
 - ii) not to make the order.
- 2.3 Objection 1 raised the concern relating to the objector's anxiety in traffic and their use of Westminster Road as part of a route to the station. Advising '*opening up this road to left turns at this point would contravene my right, and that of others, to use it peacefully. It would encourage rat running in a westerly direction, in addition to that which I already witness heading eastbound*'.
- 2.4 Allowing vehicles to turn left in to Westminster Road will result in traffic travelling in both directions at the junction. However, since the advertisement of this proposal a further measure has been proposed to prevent drivers using Westminster Road as a 'cut through'. It is proposed to create a 'no entry' part way along Westminster Road, so that traffic entering Westminster Road from Warwick Road can only travel up to the car park entrance. This no through route will be signed from Warwick Road and will potentially reduce the volume of traffic that may have made left turn manoeuvre if it has been a through route. The TRO required for this proposal was advertised on 18th October; Objector 1 has confirmed that they are in support of this proposal.
- 2.5 In regard to a pedestrian route, pedestrian dropped kerbs with tactile paving are already in place on Westminster Road. The proposal to prevent traffic, other than for access to the car park using the left turn into Westminster Road, should result in a smaller increase in traffic than if a new through route was created. The no entry location will include a build out and cycle bypass, which should also assist to slow down traffic travelling in an eastbound direction. It is not therefore proposed to install any additional crossing features, such as the requested zebra crossing.

- 2.6 Objection 2 relates to cycle access in the area and the objector advises '*I object to the order unless physical and legal measures are taken to allow safe and legal westbound cycling from the Warwick Road toucan crossing to the junction of Westminster Road with Grosvenor Road*' The objector also refers to the lack of signage and the legal situation.
- 2.7 The proposed revocation of the no left turn from Warwick Road into Westminster Road will provide an alternative route on the carriageway for cyclists. The proposal will not however have an impact on the existing situation in regard to how cyclists travel from the toucan crossing. These issues have been passed to the Transport Delivery Team for further consideration and every effort will be made to introduce this if it is feasible.
- 2.8 The recommended proposal is to make the City of Coventry (Warwick Road) (Prohibition of Left Turn Revocation) Order 2018 operational, subject to also introducing the 'no entry' on Westminster Road as referred to in paragraph 2.4. The no entry TRO has been advertised and the objection period closes on 8th November 2018. At the time of writing this report, no objections have been received to the proposed no entry TRO. However, if any are received they will be considered by the Cabinet Member for City Services for a decision on how to proceed.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the revocation of the prohibition of left hand turn from Warwick Road in to Westminster Road was advertised in the Coventry Telegraph on 20th September 2018; notices were also placed on street in the vicinity of the proposals. Letters were also sent to other various consultees. Two objections were received.
- 3.2 The two objections are detailed in full in Appendix B

4. Timetable for implementing this decision

- 4.1 Subject to approval it is proposed to make the TRO by the end of November 2018.

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of introducing the proposed TRO and changes to the road layout, if approved, will be funded from within the Coventry Station Masterplan capital.

5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic 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.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a Traffic Order, the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any objections received. If objections are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

The 1984 Act provides that once a Traffic Order has been made, it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The proposed will assist to deliver the requirements of the Station Master Plan traffic management, it was also a requirement from Virgin Trains in order to close the existing station car park and allow better access to the new Westminster Road Car Park.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

Section 149 of the Equality Act 2010 imposes a legal duty on the Council in the exercise of its functions to have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant "protected characteristics" under this section of the Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not felt that this proposed revocation detrimentally impacts on any particular group with a protected characteristic and therefore an Equality Impact Assessment was not carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

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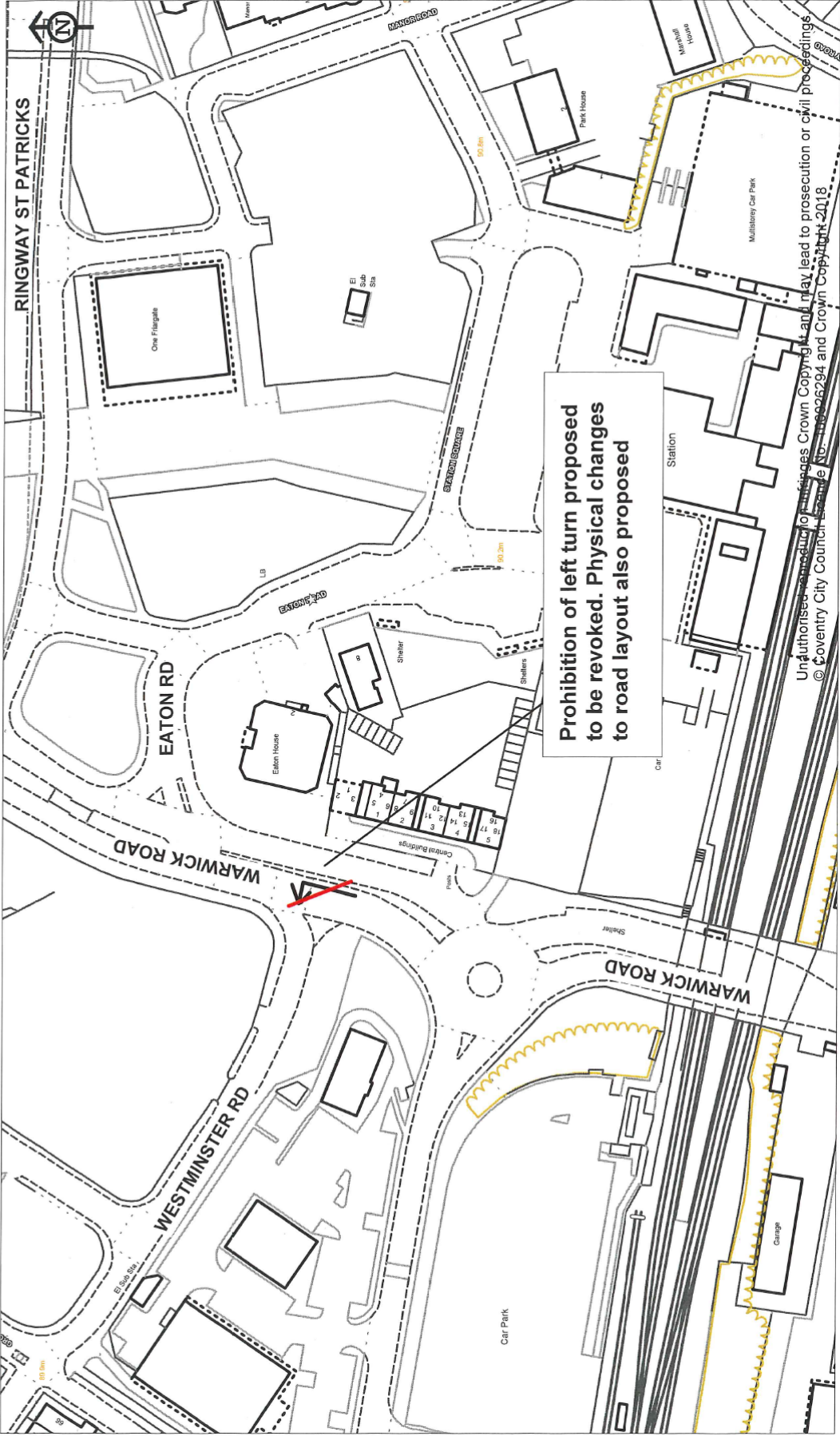
Enquiries should be directed to the above person.

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Councillor J Innes	Cabinet Member for City Services	-	22.10.2018	22.10.2018

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Appendix A – Location Plan

Location Plan - Warwick Road Revocation of No Left Turn into Westminster Road



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Appendix B - Copies of Objections

Objection 1

I strongly object to this.

As a regular user of Coventry station who has a disability, and who has informed the council of this, the council **must consider my needs, and make reasonable adjustments for them**, in accordance with the Equality Act 2010.

This is my formal; legal response on the matter, and in particular, I request a hearing with the relevant cabinet member before any decision is made.

Specifically, I have informed the council of the problems I have with anxiety in traffic, and these are a concern whether I am walking or cycling.

I use Westminster Rd to walk and to cycle to the station. I often walk because I am in permanent fear of aggressive drivers on this road, and in particular of aggressive taxi drivers, who tend to be the least patient towards VRUs (vulnerable road users).

I have a right to access the station. I use it to make trips to other destinations outside Coventry. My right to use the station is protected through the TfWM freedom pass, together with my disabled rail card.

The council MUST acknowledge that I have a right to pass and re-pass its highways, and to do so without fear.

Opening up this road to left turns at this point would contravene my right, and that of others, to use it peacefully. It would encourage rat running in a westerly direction, in addition to that which I already witness heading eastbound.

There is no particular need for this move, as the car park can be reached by turning left and again through Grosvenor Rd. In fact, there is already car park access at this point, and any failure to join the two car parks together is a commercial matter, not one in need of Highways changes.

I therefore STRONGLY OPPOSE this move.

A full Equality Impact Assessment must be carried out and presented.

I will withdraw my objection, providing the following can be installed:

1. The stopping up of Westminster Rd at the junction with Grosvenor Rd, such that rat running is blocked completely.
2. The provision of a safe protected cycle path between this point and the junction with Warwick Rd.
3. The provision of a protected "combined" (shared use) Zebra crossing at both locations as per (1) and (2).

Objection 2

I object to the order unless physical and legal measures are taken to allow safe and legal westbound cycling from the Warwick Road toucan crossing to the junction of Westminster Road with Grosvenor Road.

The Coventry Council cycling map (www.coventry.gov.uk/info/115/cycling/2610/cycle_coventry_maps/7) marks Westminster Road as a cycling "linking route" between Grosvenor Road and Warwick Road. It is on the desire line between the railway station and both the route to Warwick University and to the Albany Road area.

At the moment there are no signs indicating where people should cycle. Eastbound that's not much of a problem, as cyclists can use the motoring facilities. Westbound, the legal situation is unclear and the physical situation poor.