

**Time and Date**

10.30 am on Wednesday, 29th May 2019

**Place**

Committee Room 3 - Council House

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**Public Business****1. Apologies****2. Declarations of Interests****3. Minutes** (Pages 3 - 10)

(a) To agree the minutes of the meeting held on 8th April 2019

(b) Matters Arising

**4. Objection to Proposed Revocation of Experimental One Way on Eaton Road** (Pages 11 - 18)

Report of the Deputy Chief Executive (Place)

NOTE: The objector has been invited to the meeting for consideration of this item.

**5. Outstanding Issues**

There are no outstanding issues

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

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

**Private Business**

**Nil**

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Martin Yardley, Executive Director, Place, Council House, Coventry  
Tuesday, 21 May 2019

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7697 2644 /2643, Email: [liz.knight@coventry.gov.uk](mailto:liz.knight@coventry.gov.uk) / [michelle.salmon@coventry.gov.uk](mailto:michelle.salmon@coventry.gov.uk)

Membership: Councillor P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation: Councillors T Mayer (Shadow Cabinet Member)

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting  
OR if you would like this information in another format or  
language please contact us.

**Liz Knight / Michelle Salmon**  
**Governance Services Officers**

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**Coventry City Council**  
**Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on**  
**Monday, 8 April 2019**

Present:

Members: Councillor P Hetherton (Cabinet Member)  
Councillor R Lakha (Shadow Cabinet Member)

Other Members present: Councillor R Bailey  
Councillor J Birdi  
Councillor K Taylor

Employees (by Directorate):

Place T Cowley, R Goodyer, J Logue, M Salmon, K Seager,  
C Whitehouse

Apologies: There were no apologies

## **Public Business**

### **68. Declarations of Interests**

There were no disclosable pecuniary interests.

### **69. Minutes**

The minutes of the meeting on 25<sup>th</sup> February 2019 were agreed and signed as a true record. There were no matters arising.

### **70. Petition - The Firs Cul-de-sac, Resurfacing of Pavements**

The Cabinet Member for City Services considered a report of the Cabinet Member for City Services that responded to a petition requesting the resurfacing of pavements in the Firs Cul-de-sac. The petition, bearing 14 signatures, had been submitted by an Earlsdon Ward resident, who attended the meeting and spoke in support of the petition. Councillor Taylor, the Councillor Sponsoring the Petition and an Earlsdon Ward Councillor, also attended the meeting and spoke on behalf of the petitioners. The report had been requested by the Petition Spokesperson, following receipt of a determination letter, a copy of which was attached as an Appendix to the report that advised of the investigations undertaken, the action proposed and approved in response to the issues raised.

The report indicated that the Firs cul-de-sac was a small no through road and the pavements provided local property access serving eight properties. There was low pedestrian usage as there were no linking routes, either pedestrian or vehicular via this road. It was subject to parking restrictions by way of double and single yellow lines. A location plan was attached as a further Appendix to the report.

Records showed that the last annual programmed safety inspection took place on the 17th July 2018 at which time only two minor defects were identified which required attention and repair. Following receipt of the Petition an engineer made a further visit on 25th September 2018 to make an assessment of the construction and overall condition of the pavements. It was noted that the pavements were one metre in width restricted to less at various locations by overhanging vegetation from the private properties. The pavements were predominately tarmac with some recent reinstatements. The pavements were aged and although not aesthetically pleasing at the time of inspection, there were no intervention level defects identified.

Following the engineer's assessment, and given the current condition and usage, the recommended treatment would be reconstruction of the pavements. This would be held as a site on Coventry City Council's forward programme list and the condition of the pavements would continue to be monitored and scored against all other similar sites citywide. If a priority score was reached it would be included in a future capital funded improvement programme. This was a consistent approach that was taken for the prioritisation of footway schemes across the City.

Councillor Taylor referred to the criteria applied to assess the condition of pavements. He was concerned that residents did not understand what the 'standard' was and what score was reached in order to identify pavements for repair.

The Petition Spokesperson outlined the concerns of the residents indicating that the paving had been deteriorating over many years and, although the kerb stones were in good condition, much of the paving and/or tarmac had broken up or come loose. The effects of the winter weather and cars visiting the local school and parked along the pavements, had exacerbated the problem and the loose stones were now a tripping hazard and were unsafe.

The Council's Highways Technical Services Manager explained that on a safety inspection, Inspectors would identify anything 20mm or greater in depth, and slightly deeper on the highway, as in need of repair work. Independent Surveyors and the City Council's own Surveyors made annual inspections of pavements applying a scoring system to prioritise intervention work. Although pavements at The Firs were old and tired and in some places were significantly narrowed by residents' overgrown shrubbery that required cutting back, the road had only scored 14 against others that had scored much higher, 33 being the highest score recorded. Having regard to the Council's limited budget for this work, criteria had to be applied to ensure that the areas in the poorest condition were dealt with as a priority.

The Cabinet Member and Deputy Cabinet Member acknowledged that there were many streets across the City with paving in poor condition but confirmed that budget restrictions required that criteria be applied for intervention level defects to be identified.

The Cabinet Member requested that Highway Inspectors re-visit The Firs to meet with the petition organiser and make appropriate arrangements for the area to be swept of loose or broken paving.

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

- 1) Notes the petitioners concerns.**
- 2) Endorses that the actions confirmed by determination letter to the petition spokesperson, as detailed in point 1 of the determination letter set out in Appendix B to the report.**
- 3) Agrees that a Highways Inspector meets with the Petition Organiser on site and that appropriate arrangements are made for the area to be swept of loose or broken paving.**

**71. Petition - To Improve Safety at the Junction of Abbey Road and London Road**

The Cabinet Member for City Services considered a report of the Cabinet Member for City Services that responded to an e-petition requesting the installation of traffic signals at the junction of Abbey Road and London Road, Whitley. The petition, bearing 212 signatures, had been submitted by a Cheylesmore Ward resident, who attended the meeting and spoke in support of the petition. Councillor Bailey, the Councillor Sponsoring the Petition and a Cheylesmore Ward Councillor, also attended the meeting and spoke on behalf of the petitioners. The report had been requested by the Petition Spokesperson following receipt of a determination letter, a copy of which was attached as an Appendix to the report, which advised of the road safety measures recently installed to reduce and prevent accidents at this junction. A further Appendix provided a location Plan.

The report indicated that London Road was a major route into and out of Coventry, and carried a high volume of traffic. Abbey Road and the surrounding road network comprised residential properties and a number of Schools.

The installation of traffic signals required a number of important considerations, including personal injury collisions, vehicle flows, dominant turning manoeuvres and project cost. Analysis of personal injury collisions at this junction revealed that accidents predominantly related to speeding vehicles. To prevent collisions at this junction Average Speed Cameras (ASE) had been installed. There were currently no proposals to signalise London Road's junction with Abbey Road, however this junction would continue to be monitored as part of the annual collision review.

As part of the 2018/2019 Local Safety Scheme Programme, ASE cameras had been installed on London Road, from its junction with A46 to its junction with Allard Way. ASE cameras were a new speed enforcement technique that detected vehicles through Automatic Number Plate Recognition (ANPR) and calculated average speed by measuring the time taken to travel between defined points, a known distance apart. The benefits of ASE included speed management and enhanced road safety over the length of the road, including its junction with Abbey Road. ASE became operational in January 2019 and revealed that the number of drivers speeding at this location had decreased. Ensuring drivers travelled at safe speeds would significantly reduce the likelihood of accidents at this junction. A comprehensive evaluation would be undertaken after ASE had been operational for 6 months, and the results would be shared with the petition organiser and Local Councillors.

In addition to the ASE project, a number of other road safety measures had been installed on Abbey Road and surrounding roads in close proximity to the two Schools. This included the installation of a Vehicle Activated Sign (VAS) installed in December 2017. An analysis of vehicular speeds since installation indicated that the VAS was successful in ensuring drivers drove within the speed limit; with 85th percentile speeds of 26mph and mean speeds of 17mph recorded. In July 2018, 'School Ahead' signs and carriageway 'SLOW' markings were also installed on Abbey Road and surrounding roads on all approaches to the two Schools with the aim of the measures to ensure drivers travelled at appropriate speeds on Abbey Road and surrounding roads. Observations revealed that each of the measures optimised road safety at this location. A School time 20mph speed limit was proposed to be installed in the 2019/2020 financial year.

The Petition Organiser outlined the concerns of the petitioners indicating that the London Road was a very busy road for buses, vehicles and pedestrians and incidents at the junction of Abbey Road and London Road had resulted in a fatality and many minor accidents. The average speed camera installation had assisted in slowing traffic speed along the London Road but sheer volume of traffic was a real concern. The design of the Abbey Road junction made the turning onto the London Road very hazardous with two lanes of traffic from the left and one lane of traffic from the right to consider. The installation of traffic signals at the junction would be a suggested resolution to the problem. Having regard to the current traffic issues and the impact of any potential further entrances/exits onto the London Road, further developments off London Road would require the careful consideration of access arrangements.

Councillor Bailey welcomed the recently installed average speed cameras on London Road and acknowledged the difference they have made to vehicle speed. He referred to the huge increase in traffic levels and the effects this has had on the Abbey Road and London Road junction, which has become dangerous both for vehicles and pedestrians. Councillor Bailey acknowledged the continued monitoring of the junction as part of the annual collision review and indicated that, having regard to budget restrictions, he would welcome any improvements in the future.

Councillor Lakha acknowledged the increase in traffic levels along the London Road and that the Abbey Road and London Road junction and asked that careful consideration be given to access arrangements at the design stage, for any further developments off London Road.

The Council's Highway Development Manager confirmed that this junction had already been identified as a 'hot spot' and was therefore listed for continued monitoring. He also confirmed that careful consideration would be given to traffic management measures at the junction for any proposed developments.

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

- 1) Notes the petitioners concerns**
- 2) Endorses the actions confirmed by determination letter to the petition spokesperson, as detailed in paragraphs 1.5, 1.6, 1.7 and 1.8 of the report, and monitor the impact of measures already installed.**

- 3) Officers be requested to consider the access arrangements for future developments in the area, having regard to the current traffic issues and the impact of any potential further entrances/exits onto the London Road, particularly at the Abbey Road junction.**

**72. Petition - Derwent Road, Condition of Pavements**

The Cabinet member considered a petition that responded to a petition requesting that the footpaths at Derwent Road be brought up to safety standards. The petition, bearing 51 signatures, had been submitted by a Bablake Ward resident, who was unable to attend the meeting. Councillor Birdi, the Councillor sponsoring the Petition and a Bablake Ward Councillor, attended the meeting and spoke on behalf of the petitioners. The report had been requested by the Petition Spokesperson, following receipt of a determination letter, a copy of which was attached as an Appendix to the report, which advised of the investigations undertaken, the action proposed and approved in response to the issues raised.

The report indicated that Derwent Road was a local residential road and the footways provided access for pedestrians to and from properties and connected to Greycoat Road and Rylston Avenue. Some properties were served by the appropriate vehicle access arrangements but others were driving over the footway to access their frontage hard standing. An Appendix to the report provided a location plan.

Records showed that the last annual programmed safety inspection took place on the 11<sup>th</sup> November 2018 at which time some of the paving slabs were identified as requiring removal and replacement with tarmac to provide a safe and sustainable repair, some further areas had been attended to in January 2019.

Following receipt of the petition an engineer made a separate visit (11<sup>th</sup> February 2019) to make an assessment of the construction and overall condition of the pavements. It was noted that the pavements were 1.8 metre in width consisting mainly of slab construction with some areas of bituminous material reinstatements. The pavements were aged and although not aesthetically pleasing at the time of inspection, there were no intervention level defects identified.

Following the engineer's assessment on the 11<sup>th</sup> February 2019, and given the current condition and usage, the recommended treatment would be reconstruction of the pavements. The pavements along Derwent Road would be held on the Council's forward programme list and their condition would continue to be monitored and scored against all other similar sites citywide. If a priority score was reached at any time, the pavements would be included in a future capital funded improvement programme, budget permitting, and until such time, any defects at or above the intervention level as identified would continue to be made safe.

Councillor Birdi referred to the report and thanked officers on behalf of the residents for the continued monitoring of the condition of the Derwent Road pavements and its inclusion on the Council's forward programme list.

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

- 1) **Notes the petitioners Concerns.**
- 2) **Approves that the pavements along Derwent Road be held on Coventry City Council's forward programme list and their condition continues to be monitored and scored against all other similar sites citywide. If a priority score is reached the pavements to be included in a future capital funded improvement programme, budget permitting, and until such time, continue to make safe any defects at or above the intervention level as identified.**

**73. Section 278 and Section 38 Fees**

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place)

In accordance with the City Council's procedure for dealing with fees and charges, those relating to highway adoptions, were heard by the Cabinet Member for City Services. It was standard practice to review each of the fees and charges and increase in line with current inflation levels on an annual basis. This year however, it was proposed to uplift and amend the existing Section 278 and Section 38 fees above the current rate of inflation such that the fees were aligned with the level of fees charged by neighbouring Authorities.

In addition a level of fee charges would be introduced for developments that continued beyond a 2 year construction phasing programme. Currently the Authority applied the fee to the cost estimate of the works, which was based on the highway operational charge out rates. On larger scale developments officer time and input could be required over a significant length of time due to developer delays and the introduction of the additional fee regime would assist in recovering costs for that time. This should also encourage developers to complete their developments in a timely manner and see the adoption of new highways coming forward more efficiently to the benefit of the residents of the new estates.

It was also intended that the increase in fees would provide sufficient additional revenue to provide continuing flood risk and drainage work in connection with the Section 278 and Section 38 process.

**RESOLVED that the Cabinet Member for City Services approves the uplift and amendment to fees in connection with the Technical Approvals of Section 278 and Section 38 works, as set out in Appendix A to the report.**

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

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) which provided a summary of the recent Petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual Petitions were set out in an Appendix attached to the report and

included target dates for action. The report was submitted for monitoring and transparency purposes.

The report indicated that each Petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the Petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor sponsoring the Petition (if any) and/or the petition organiser/spokesperson could still request that their Petition be the subject of a Cabinet Member report.

Members noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent or a report submitted to a future Cabinet Member meeting.

**RESOLVED that the actions being taken by officers as detailed in the Appendix to the report, in response to the Petitions received, be endorsed.**

**75. Outstanding Issues**

There were no outstanding issues.

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

There were no other items of public business.

(Meeting closed at 3.50 pm)

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Cabinet Member for City Services

29<sup>th</sup> May 2019

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

St Michael's

**Title:**

Objection to Proposed Revocation of Experimental One Way on Eaton Road

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**Is this a key decision?**

No

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**Executive Summary:**

As part of the Station Masterplan works the available off-street car parking at Westminster Road has temporarily been increased. When the changes were being proposed it was considered likely that the changes would result in more pedestrians travelling from the car park area to the railway station and that there would be an increase in the number of pedestrians crossing Eaton Road (the section south of its junction with Ringway St Patrick's clockwise off slip). Due to these anticipated changes it was proposed to implement a one way, only permitting traffic to travel in a northerly direction, to assist pedestrians crossing the road. To be able to monitor the impact of the change, the traffic regulation order (TRO) was implemented as an Experimental TRO.

Due to the impact on traffic flows around the station with the one way in operation, it is proposed that the Experimental TRO is revoked before the end of its 18 month duration. The revocation would result in the road becoming two way again, but with the addition of a zebra crossing installed to assist pedestrians.

On 28<sup>th</sup> March 2019, a proposed TRO to revoke the experimental one way was advertised. One objection was received to the making of the order.

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 the reintroducing the two-way traffic on Eaton Road, 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 objection to the proposed revocation of the one way on Eaton Road,
- 2) Subject to recommendation 1, approve the City of Coventry (Eaton Road) (Revocation) Order 2019 is made operational.

**List of Appendices included:**

Appendix A – Location Plan  
Appendix B – Copy of objection.

**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 Objection to Proposed Revocation of Experimental One Way on Eaton Road

**1. Context (or background)**

- 1.1 As part of the Station Masterplan works the available off-street car parking at Westminster Road has temporarily been increased. The off-street parking consisting 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 When the changes to the available parking were being proposed it was considered it was likely that the changes would result in more pedestrians travelling from the car park area to the railway station and that there would be an increase in the number of pedestrians crossing Eaton Road (the section south of its junction with Ringway St Patrick's clockwise off slip). Due to these anticipated changes, to assist pedestrians crossing the road, it was proposed to implement a one way, only permitting traffic to travel in a northerly direction. In addition, vehicles would no longer be permitted to turn left from Ringway St Patrick's clockwise off slip on to Eaton Road. To be able to monitor the impact of the change, the TRO was implemented as an Experimental TRO. The ETRO became operational on 14<sup>th</sup> September 2018.
- 1.3 Although no objections were received to the ETRO, due to the impact on traffic flows around the station with the one way in operation, it was proposed that the ETRO be revoked before the end of its 18-month duration. The revocation will result in the road becoming two way again, but with the addition of a zebra crossing installed to assist pedestrians
- 1.4 On 28<sup>th</sup> March 2019, a TRO to revoke the experimental one way 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 18<sup>th</sup> April 2019. One objection was received.

**2. Options considered and recommended proposal**

- 2.1 The objector advises *'the council is completely failing to address the much wider traffic problems in and around the station'* and raises several points. The objection is 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 and await the expiry of the ETRO.
- 2.3 The objector's concerns relate to the traffic management around the station and they also raise concerns regarding the planning permission that has been granted. They advise they consider the planning permission should be revoked. It is the view of the Local Plan Authority that the planning process has been correctly followed and the decisions issued. This included listed building consent in August 2018 (LB/2018/1810) and full planning permission being approved at planning committee in November 2018 (FUL/208/1732). There are no proposals to revoke the permission and works have now commenced to introduce the Station Masterplan which will provide a second Station entrance on Warwick Road as well as a new multi storey car park to facilitate the growing needs of the Station.
- 2.4 A number of the concerns raised by the objector are due to temporary measures which, in time, will be addressed by the wider Friargate Development that is also taking place around the Station area. The objector makes reference to other surface car parks (item 3, Appendix B), the shared "flash" crossing (item 6, Appendix B) and taxi driver's interaction with pedestrians (item 8, Appendix B). These matters are all either due to the current temporary arrangements or will be addressed as

part of the masterplan works. In addition, the Transport Delivery Team are currently reviewing the cycle network around the station.

- 2.5 The proposed revocation of the one way on Eaton Road, making the road two way, will assist to improve the efficiency of the movement of traffic from the Ringway St Patrick's clockwise off slip in to the station area. A zebra crossing will assist pedestrians to cross Eaton Road. This will be done in conjunction with other works on Manor Road and Park Road to improve the general flow of traffic during the Station Masterplan construction phase.
- 2.6 The recommended proposal is to make the City of Coventry (Eaton Road) (Revocation) Order 2019 operational, but to have an operational zebra crossing on Eaton Road when this change comes in to effect.

### **3. Results of consultation undertaken**

- 3.1 The proposed TRO for the revocation of the experimental one-way order on Eaton Road and the associated prohibition of left hand turn from Ringway St Patrick's clockwise off slip on to Eaton Road was advertised in the Coventry Telegraph on 28<sup>th</sup> March 2019; notices were also placed on street near the proposals. Letters were also sent to other various consultees. One objection was received.
- 3.2 The objection is detailed in full in Appendix B to the report.

### **4. Timetable for implementing this decision**

- 4.1 Subject to approval it is proposed to make the TRO by 14<sup>th</sup> June 2019.

### **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. The cost of a Traffic Regulation Order is £2,350 in addition the cost to return the road to two-way operation is £250 and the cost of the zebra crossing, including footway works is approximately £27,000.

#### **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).

The ETRO has been introduced for eighteen months effective from 14<sup>th</sup> September 2018. The ETRO remains in effect until its statutory expiry date of 13<sup>th</sup> March 2020. The ETRO contains no express provisions enabling it to be brought to an end ahead of its eighteen month expiry and as such, the only option available to determine the order earlier is by the implementation of the Traffic Regulation Order that has the effect of revoking it. In the event that the revocation order is made the ETRO will fall away and the road revert to a two-way traffic flow.

## **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 proposal will assist to deliver the requirements of the Station Masterplan traffic management.

### **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

**Report author(s)****Name and job title:**

Caron Archer  
Team Leader (Traffic Management)

**Directorate:**

Place

**Tel and email contact:**

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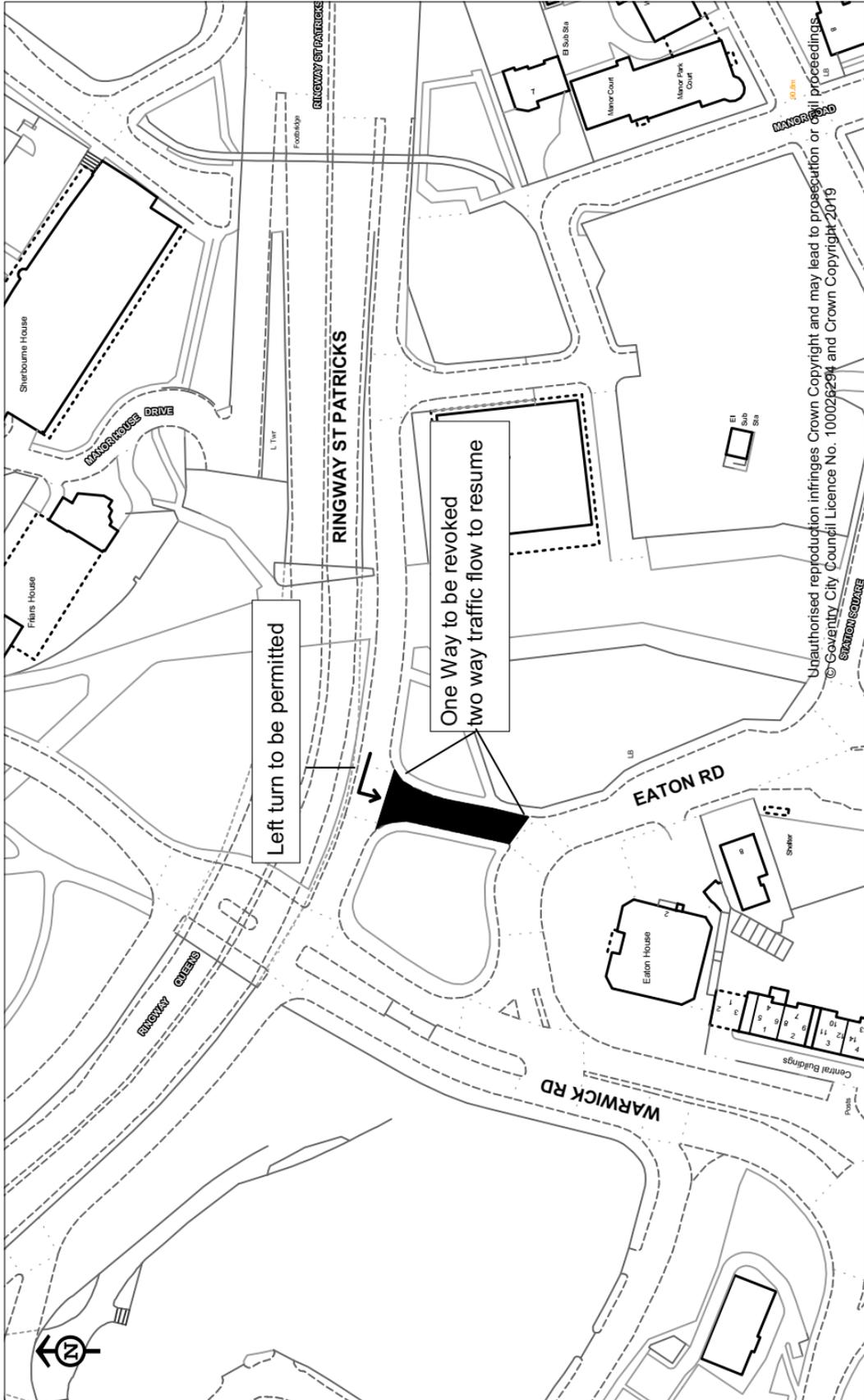
Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Directorate or organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Colin Knight	Director - Transportation and Highways	Place	13.05.2019	14.05.2019
Karen Seager	Head of Traffic and Network Management	Place	13.05.2019	14.05.2019
Rachel Goodyer	Traffic & Road Safety Manager	Place	13.05.2019	14.05.2019
Hakan Bikim	Technical Programme Manager – Infrastructure Delivery	Place	13.05.2019	13.05.2019
Liz Knight	Governance Services Officer	Place	13.05.2019	14.05.2019
<b>Names of approvers: (Officers and Members)</b>				
Graham Clark	Lead Accountant	Place	13.05.2019	15.05.2019
Rob Parkes	Team Leader	Place	13.05.2019	15.05.2019
Councillor P Hetherton	Cabinet Member for City Services	-	16.05.2019	16.05.2019

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Appendix A – Location Plan

Location Plan - Eaton Road Revocation of One Way & No Left Turn



## Appendix B - Copy of Objection

I would like to object to this proposal.

My objection is on the grounds that the council is completely failing to address the much wider traffic problems in and around the station, namely:

1. That it is completely inappropriate to build a vast new car park when there are already unresolved traffic problems. This effectively means a new parkway railway station is now being built in Coventry, without any of the required infrastructure. On opening, Coventry station will have more parking spaces than any other station in England, apart from Bristol Parkway and Birmingham International, both of which have significantly higher road access capacity.
2. That planning permission for the new car park was taken very late in the day after a long planning meeting in November 2018. This was not a rationally made planning decision, and there was almost zero debate of the issues. Planning permission should be revoked and the scheme considered again in the light of the growing problems in the area.
3. An ever increasing number of surface car parks are appearing around the station.
4. There is no management of parking provision. The station needs to urgently implement parking real time space information, exactly as has been done in the city centre, and at Rugby station.
5. There is not a single meter of protected cycle path in or immediately around the station. This needs to be resolved urgently.
6. A "shared" foot way leading from the station into the city centre cannot be considered as a cycle path. This is simply a wide pavement where cycling is permitted.
7. The shared "flash" crossing has a very poor rate of observance by drivers. I have filmed this, and counted that 75% of drivers do not yield. It needs to be replaced with a zebra crossing.
8. Taxi drivers around the station need more training on basic road manners. They are the least likely to stop at the "flash" junction, they frequently honk their horns at other road users, and they often leave their engines idling when there are clearly no passengers to pick up.
9. The council need to accept that Uber have a presence in Coventry, whether they like it or not. Additional pick up and drop off parking needs to be provided for this.
10. Much more effort needs to be made to block off rat runs around the station, for example, by effectively blocking Westminster Rd to through traffic in both directions, and not merely using one ineffective filter.
11. The proposed bus station adjacent to the railway station is going to be clogged by having to share the access road with Central 6 traffic. This needs to be resolved by providing a dedicated bus only access to this facility.

For all of the above reasons, I do not think any other measures should be supported at this time. Although the proposed left turn is reasonable in principle, it is only going to bring more cars into the station site.

The council cannot solve the problems of traffic congestion by choking the city with more and more cars.

I therefore strongly object to this proposal as it is currently made.