

Cabinet Member for City Services

23rd April 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:

Wainbody

Title:

Report – Objections to Experimental Traffic Regulation Order - Cannon Park Road and Fairlands Park Residents' Parking Scheme.

Is this a key decision?

No

Executive Summary:

A Residents' Parking Scheme came in to operation on Cannon Park Road and Fairlands Park on 8th May 2017. The scheme operates Monday to Friday, for one hour in the morning (10am-11am) and one hour in the afternoon (2pm-3pm). In addition double yellow lines (no waiting at any time) were introduced for junction protection.

The scheme was introduced in response to residents' concerns about student parking in the area. When residents were consulted on the proposal significant support (over 80%) was received.

The scheme was introduced as an Experimental Traffic Regulation Order (ETRO) to enable monitoring to be undertaken, especially in terms of whether displacement parking occurs and for residents to see how the scheme worked before making comments or objections. 4 objections have been 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 making permanent the experimental TRO, if approved, will be funded from section 106 funding.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the Experimental Traffic Regulation Order;

2. Subject to recommendation 1, approve that the Experimental Traffic Regulation Order, City of Coventry (Cannon Park Road and Fairlands Park) (Residents Parking Zone) (Experimental) Order 2017 is made permanent.

List of Appendices included:

Appendix A – Plan of experimental residents parking scheme as introduced.
Appendix B – Copy of objections

Other useful background papers:

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: Report – Objections to Experimental Traffic Regulation Order - Cannon Park Road and Fairlands Park Residents’ Parking Scheme

1. Context (or background)

1.1 On 8th May 2017 an Experimental Traffic Regulation Order (ETRO) came into operation on Cannon Park Road and Fairlands Park. The ETRO introduced a residents’ parking scheme operating Monday to Friday, for one hour in the morning (10am-11am) and one hour in the afternoon (2pm-3pm) in addition double yellow lines (no waiting at any time) were installed for junction protection (See plan in Appendix A). The first 6 months of operation of the ETRO are an objection period. 4 objections were received.

2. Options considered and recommended proposal

2.1 Four objections were received, these are detailed in Appendix B.

2.2 In considering the options received, the options are to:

- i) Not make the ETRO permanent and return the roads to unrestricted parking; or
- ii) To make the ETRO permanent

2.3 Option i) is not recommended as a large number of residents in Cannon Park Road and Fairlands Park (over 80%) actively sought the introduction of a residents’ parking scheme in view of the problems they were experiencing due to verge parking and inappropriate parking in close proximity to the University of Warwick Medical School. Residents have made no objections to the operation of the scheme.

2.4 All objections received were from non-residents. In addition, all objections received were from University of Warwick students. 3 out of 4 objectors advise they park on Cannon Park Road as they cannot afford to park on the University Campus Car Park. The other objection was received from an objector that parks on Cannon Park Road for convenience, as it is in close proximity to the University and lecture theatres.

2.5 The restrictions installed have been designed to prevent verge parking at the junction of Cannon Park Road with Cannon Hill Road. Parking on the grass verge can cause damage and this can result in deep rutting, water ponding and in many cases mud from the verge may be transferred onto the road and into nearby properties. Mud on the road can be a hazard and this may result in an increase in road traffic collisions. Additionally, vehicles parked at junctions restrict inter-visibility between drivers and also between drivers and vulnerable road users which significantly increases the likelihood of road traffic collisions.

2.6 After consulting residents and local Councillors, it was highlighted that if we only installed restrictions at the Cannon Park Road junction and Cannon Hill Road, that problem parking would simply migrate further into the affected roads. Subsequently, to avoid further disruption to residents by non-resident parking a full residents’ parking scheme was introduced.

2.7 Taking into account the objections raised and the considered response, as detailed above, it is recommended that option ii (the making permanent of the ETRO) is approved.

3. Results of consultation undertaken

3.1 Residents were consulted on the possibility of introducing a residents parking scheme and significant support (over 80%) was received.

3.2 The ETRO for the waiting restrictions was advertised in the Coventry Telegraph on 8th May 2017 and notices were also placed on street in the vicinity of the proposals. Letters were also sent to various other consultees. The responses received were 4 objections.

3.3 Appendix B details the objections received.

4. Timetable for implementing this decision

4.1 Subject to approval, it is proposed to make the ETRO permanent by 7th May 2018

5. Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of making permanent the ETRO, if approved, will be funded from S106 funds.

5.2 Legal implications

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.

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.

An experimental order takes effect 7 days after public notice is given and can remain in force for up to 18 months. The duration of this ETRO is 12 months. Objections may be made during the first 6 months of operation and any objections must be considered before any decision to make the order permanent.

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 experimental waiting restrictions, if made permanent, will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The making permanent of the experimental waiting restrictions will continue the existing situation of reducing obstruction of the carriageway, therefore increasing safety for all road users

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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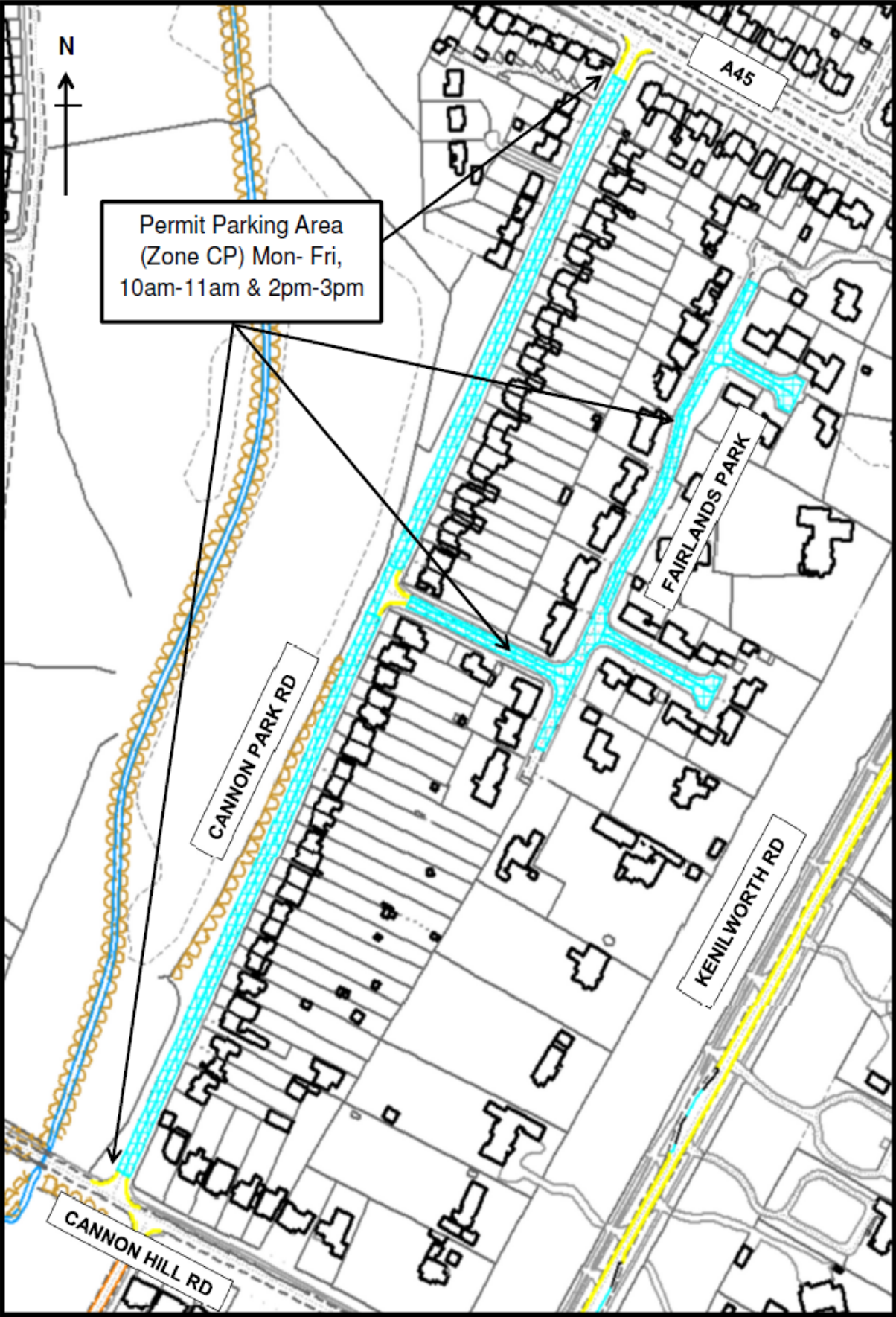
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Enquiries should be directed to the above person.

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Colin Whitehouse acting on behalf of Karen Seager	Head of Traffic and Network Management	Place	22.03.2018	23.03.2018
Rachel Goodyer	Traffic and Road Safety Manager	Place	22.03.2018	23.03.2018
Michelle Salmon/ Liz Knight	Governance Services Officer	Place	22.03.2018	23.03.2018
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Place	22.03.2018	09.04.2018
Rob Parkes	Commercial Lawyer	Place	22.03.2018	23.03.2018
Councillor J Innes	Cabinet Member for City Services	-	22.03.2018	26.03.2018

This report is published on the council's website: moderngov.coventry.gov.uk

Appendix A – Plan of residents parking scheme as introduced experimentally in May 2017



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Appendix B – Copy of Objections

Re: Cannon Park Parking Scheme

I am writing to formally record my objection to the experimental order related to the parking restrictions on Cannon Park Road, which come into effect on May 8th 2017.

I am a student at the University of Warwick who regularly parks on Cannon Park Road. This is a last resort as the parking at the University is not only insufficient for the number of students, but would also cost me approximately £600 a year (£4/day x 5 days x 30 weeks of term time). This is not affordable on a student loan, hence why myself and several other students park the mile away from campus at Cannon Park Road between the hours of 9.00 and 17.00 on a week day.

I believe that parking on that road is safe and unobtrusive for the residents on that road for the following reasons:

- The road is wide enough to accommodate parked cars on both sides of the road and allow two cars to pass each other safely with the parked cars present. It is wider than almost all of the residential roads in the Earlsdon area, none of which have parking restrictions such as the one proposed.
- The vast majority of students park on the non-residential side of the road, thus do not block residential driveways (due to the road's width) or obscure residents view when exiting their driveways. In addition, the cars being parked here does not obscure any pedestrian footpath
- The vast majority of the residencies on Cannon Park road have large driveways which could accommodate two or three vehicles for each property. In addition, the driveways are commonly empty for most of the hours in which students park on Cannon Park Road, meaning the additional cars are less likely to obstruct residents.

I would like to record that I do not object to the entire proposal. I do believe that the addition of double yellow lines at the junctions would provide a benefit to road safety as parked cars at a junction reduce visibility and increase risk taking. (This is something I have become accustomed with living in Earlsdon where there is little to no regulation of parking on junctions.)

However, I do not understand why the council believes that reducing the number of vehicles parking on this road will improve road safety. I believe that reducing the number of cars parked on the non residential side of the road may increase the risk of incidents on this road due to the nature of its layout. It is a long, straight, flat road which connects to a dual carriage way therefore may be at risk of becoming a 'run' for irresponsible drivers wanting to put their foot down. This becomes an even more worrying scenario if school children from Cannon Park Primary School are walking in the area. Furthermore, blocking parking for students on this road will not prevent them from moving to any other, potentially less suitable, roads in the area. This may decrease road safety in surrounding areas for residents and students alike, as the students will have more roads to cross to get to the University campus.

I have found that a freedom of information act request in January 2016 found that the council do not hold any information on the collisions or injuries sustained on the adjacent road Cannon Hill Road, however I would like to request similar information. Please can you advise the number, dates, injuries and damage involving vehicles and pedestrians on Cannon Park Road within the past two years and the five years preceding that. I hope this information will help me to understand the need to improve road safety in this area.

In addition to my objection I would like to propose an alternative, or alteration to the proposal. The addition of single white or yellow lines across the driveways of residents

would guarantee certain safe and obscured passage from their driveways to the road. This solves the issue of insufficient parking for students and guarantees an improvement in road safety. Alternatively, the addition of parking bays down the road would also improve road safety by spreading out cars and ensuring they do not park opposite or on junctions.

Thank you for considering my objection.

I look forward to hearing your response and answering any questions you may have about my statement.

Objector 2

I am writing to formally state my objection to the proposed experimental parking order at the junction of Cannon Park Road and Fairlands Park.

I am a student at Warwick University and currently park in this area to attend University. The reason I do so is twofold. Firstly, I cannot afford to park on campus (£4+ per day adds up to over 10% of my student finance loan on car parking alone and commuting by car is the only option available to me). Secondly, even if I could afford to pay the car parking charges, there are physically not enough car parking spaces on campus for everyone. These two reasons are why the large number of students who currently park on Cannon Park Road have continued to do so.

Clearly the intention of the changes to parking are specifically targeted at preventing students from parking in this area. However, since the parking costs and parking availability on campus remain unchanged, this will not solve the problem of University students parking on residential roads as they simply cannot park on campus; the students will just move en-mass elsewhere to another residential road.

Since students parking on residential roads is clearly going to happen regardless (at least in the medium term, I believe told that the University is currently looking at additional parking) I would humbly suggest that Cannon Park Road is the idea place for them to do so. I say this because the road is wide enough to safely accommodate cars parked on both sides of the road without causing a hazard or prevent traffic from using it and also because the residents along that road are all fortunate enough to have long driveways, so have minimal need for on-road parking. Even if they did require on-road parking, there is plenty of space for them to do so just a few metres down the road past the area where students park.

In summary, whilst I do sympathise with the residents in the area, the problem of students parking (which is inconvenient for the students themselves in not being able to park on campus anyway!) will simply be forced to park in another road if you go ahead with this (and this other road may well be less able to deal with the number of students forced to park there, causing even more problems than there are currently).

Thank you for your time,

Objector 3

Please use this email as a formal notification to my Objection to the Cannon Park Road and Fairlands Experimental Order. I frequently am required to use this road for parking during the week as a University of Warwick Medical Student due to closer parking restrictions between the huge area of land between the University and Cannon park road this is the closest one is able to now park to the University. Due to our placements in hospital and then requirement to return for lectures, we have no choice but to drive and as there is next to no parking available for us at the

University we are required to park offsite. With the introduction of this enforcement, it will make it nigh on impossible to make it on time to our placements and/or lectures.

Though I sympathise with the residents of Cannon Park Road, I do not believe this is the correct action as the road is only slightly congested at one end during the weekday the road remains safe and passable at all times. I feel like this is a discriminate move against the Warwick Students particularly when noting the times of the enforcement only between the hours of 1000-1100 and 1400-1500. I believe that there is ample parking around the whole of the University, that could be utilised well but due to an entire area of parking enforcement a small area has become very congested.

Objector 4

I am writing to formally state my objection to the proposed experimental parking order for "Cannon Park Road and Fairlands Park" and any plans to make it permanent.

I am a student at Warwick Medical School and I park on this road to attend university. I have to commute by car as I live far outside of Coventry and have no public transport options to travel in. The reason I park on this road is due to the cost of parking on campus and the lack of spaces for me to park on campus.

The introduction of this order seems to be specifically targeted at preventing students from parking in this area. However, given the lack of options on campus this order will simply mean that all those currently parking on Cannon Park Road will move to another residential street. I believe that Cannon Park Road is more suitable than any other residential roads in the area and that causing the movement of those parking there would cause major problems elsewhere. The road itself is wide enough to safely accommodate cars parked on both sides of the road without causing a hazard or preventing the small amount of traffic from using it without causing delay. The residents along that road have long driveways, and so have minimal need for on-road parking. Even if they did require on-road parking, there is plenty of space for them to do so just a few meters down the road past the area where students park. I am not clear myself how the parking of these cars causes a road safety problem on this particular road.

I do also feel that the public announcement of this order 11 days before its commencement gives little time for those who oppose the experimental or any permanent order to have their voices heard.

Whilst I do sympathise with the residents of the road, the problem of students parking will simply be moved to another, less suitable road, if you go ahead with this order.