

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:**

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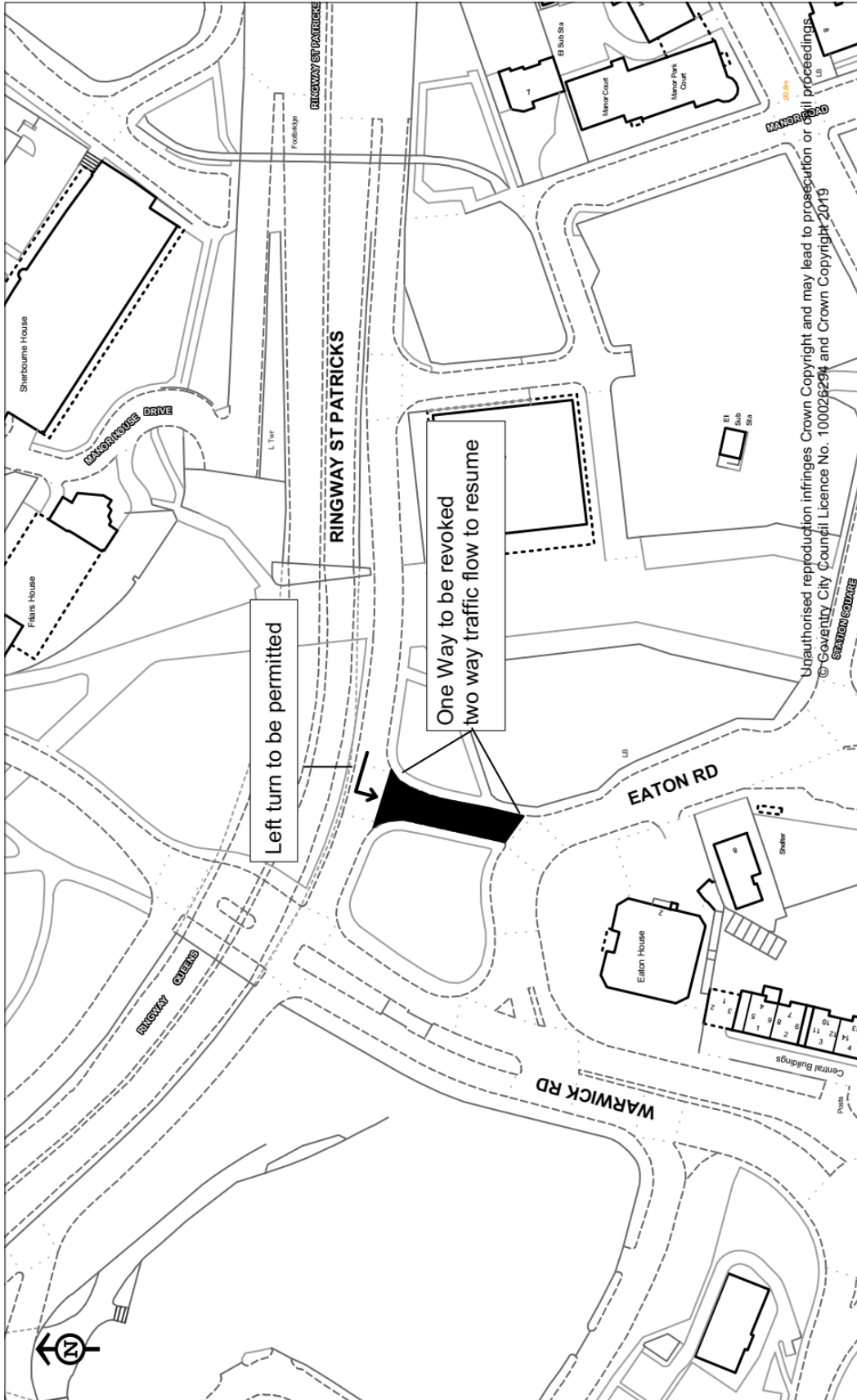
Enquiries should be directed to the above person.

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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.