

Cabinet Member for City Services

7th March 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Sherbourne

Title:

Objections to Proposed Prohibition of Parking in Spon End

Is this a key decision?

No

Executive Summary:

Since 2017 the Council has been working closely with the Government's Joint Air Quality Unit (JAQU) to develop an action plan to reduce NO₂ levels below the legal limit of 40ug/m³ in the shortest possible time.

The Council developed a Local Air Quality Action Plan which following consultation in 2019 and 2020. To develop the plan, around fifty individual measures have been assessed using traffic and air quality models.

A further consultation was held in November and December 2021 on the details of the infrastructure schemes which form a key part of the package of measures. The package of measures consulted on is the one that best deals with the NO₂ on Holyhead Road without transferring the problem to other areas in the city. The plan includes work to reduce traffic on Holyhead Road and to direct traffic through a widened Spon End. To do this we will make changes to three areas around Holyhead Road:

Spon End: remove the pinch point which causes congestion at Spon End and to reduce traffic delays and queuing

Ring Road Junction 7: remodel Junction 7 including removing the roundabout and Moat Street car park and replace with a direct route from Spon End to the city centre

Upper Hill Street/Barras Lane: close the right turn from Holyhead Road to Barras Lane and remove one of the key congestion points in the city.

The proposed Traffic Regulation Order (TRO) to prohibit parking in Spon End outside the Spon End terrace and outside Nissan Westway is required to complete the necessary highway works at

Spon End. It was advertised on 18th November 2021, which commenced a 21-day statutory objection period. Three 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 on how to proceed.

The cost of introducing the proposed Air Quality scheme, will be funded by the Air Quality Implementation Fund supported by additional funding from the Transforming Cities Fund.

On completion of the works, the Council will provide alternative off-street parking.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the prohibition of the parking TRO;
- 2) Subject to recommendation 1, approve the removal of the parking in Spon End outside the terrace and outside Nissan Westway

List of Appendices included:

Appendix A – Plan of Spon End works

Appendix B – Copy of objections and responses

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 Prohibition of Parking in Spon End

1. Context (or background)

- 1.1 A prohibition of parking is proposed for Spon End at two locations; outside the historic terrace and outside Nissan Westway. The prohibition of parking is required to facilitate the widening of the running carriageway through Spon End as part of the Air Quality Action Plan.
- 1.2 In November and December 2021, residents and other stakeholders were consulted regarding the detail of the AQ schemes. In parallel with the public consultation for the scheme, the proposed TROs for the prohibition of waiting, the City of Coventry (Spon End) (Prohibition of Waiting and Loading) Order 2021, were advertised on 18th November 2021. This commenced a 21-day objection period which closed on 9th December 2021.

2. Options considered and recommended proposal

- 2.1 Three objections were received. The objections to the proposals and responses to the objections are summarised in the table in Appendix B. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) make amendments to the proposals, which may require the revised proposal to be re-advertised;
 - iii) not to make the order relating to the proposal.
- 2.3 **Option i)** is recommended because the prohibition of parking is necessary for the implementation of a second traffic running lane in this area. This second running lane is required to achieve the traffic capacity through Spon End that will allow traffic to be switched from Holyhead Road to Allesley Old Road/Spon End/Butts Road when pollution levels on Holyhead Road require.
- 2.4 **Option ii)** potentially could be adopted to allow pull in parking during off peak hours. However, this would require careful management and enforcement to avoid over-stay and impact on traffic flow during those periods when the additional capacity is required through Spon End.
- 2.5 **Option iii)** is not recommended as this would prevent the provision of the additional capacity through Spon End and would not allow the Council to achieve the objectives of the Local Air Quality Action Plan.
- 2.6 Three objections were received, which state that removing the parking would bring the running traffic lane closer to the listed buildings and that the loss of parking would have an impact on the businesses in the Spon End terrace. The full objections and responses to the issues raised are detailed in Appendix B.

On completion of the works, the Council will provide alternative off-street parking.

3. Results of consultation undertaken

- 3.1 A public consultation was undertaken in November and December 2021 regarding the details of the Air Quality scheme. This consultation included a number of face-to-face sessions. These were held at the Koco Centre in Spon End, the Albany Theatre in Butts Road and St Osburgs Church in Upper Hill Street. In all 40 people attended the face-to-face sessions, including the three objectors to the proposed prohibition of parking TROs.
- 3.2 The proposed TROs for prohibition of parking outside the historic terrace in Spon End and outside Westway Nissan were advertised in the Coventry Telegraph on 18th November 2021. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 9th December 2021. Three objections were received.

- 3.3 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request (please note personal details will be removed).

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it is proposed to prohibit the parking on completion of the Air Quality works in Spon End. At this location the works are programmed for completion in October 2022.

5 Comments from Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

All costs associated with the prohibition of parking are funded via Government Grants; the Air Quality Implementation Fund and the Transforming Cities Fund.

5.2 Legal implications

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

6 Other implications

6.1 How will this contribute to the Council Plan

The proposed changes form part of the Local Air Quality Action Plan. This LAQAP is in response to the Government Direction to improve air quality in Coventry in the shortest possible time.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The air quality schemes will have a positive benefit for all residents and workers in Coventry.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations

None

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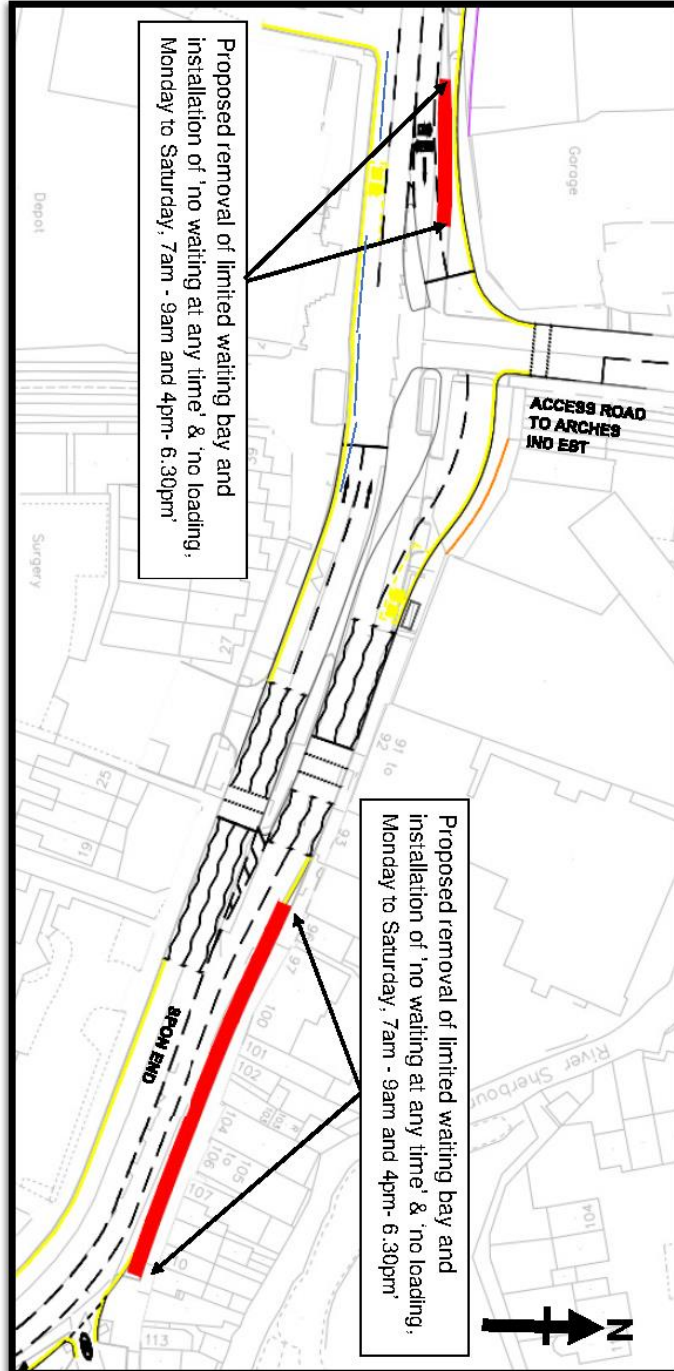
Enquiries should be directed to the above person

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
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Councillor P Hetherton	Cabinet Member for City Services	-	15/02/2022	24/02/2022

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Appendix A – Plan of Proposed Prohibition of Parking

Proposed Changes to Waiting Restrictions



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Appendix B – Table of Objections to the Local Safety Scheme

<p>Objection 1</p>	<p>I own and live above 105-106 Sponend fish bar. We want to object to the proposal of taking our parking away, especially yellow lines. We get big lorry with potatoes around 8-9 am twice a week they have to stop and take off 50 bags or else we can't trade. Fish delivery is around 5-6pm as from Grimsby, again they have to stop in front and deliver or we have no fish. We need to be able to unload at any time as we have many delivery's as well as oil recycle bins go twice a week. Plus commercial waste bins from the council have no set time they collect big bin any time. We are not happy with the extra lane and traffic we live here too with 2 young kids again too close to the fast cars now the bay was extra protection as pavement is too small. We need guarantee it will not affect our business and lose customers as have no definite parking. Our property will lose value we will have no benefit, We will have more pollution, danger from traffic and loss of business and customers, if you are to go ahead we should be given some compensation. Or guaranteed parking and In writing that will not affect our property value. We still have a large mortgage left to pay without business, customers and delivery's how will we manage. The council have emptied a load of flats behind us which was a lot of our footfall customers so already been affected by that. Now need to rely on passing trade if they have parking that is. So please listen to our and our neighbours requests,</p>
<p>Response to Objection</p>	<p>The Council understand the impact of the proposed prohibition of parking but needs to weigh this against the wider benefits of the air quality schemes. Without the additional capacity through Spon End the air quality schemes will not achieve the objective of improving NO₂ across the city. Stopping and loading will not be permitted during the AM peak (07:00 and 09:00) and the PM peak (16:00 and 18:30). The Council will work with residents and businesses to arrange refuse collection and other Council services outside of these hours. Residents and businesses will also need to arrange deliveries outside of these times. Following completion of the scheme the Council intends to provide alternative off street parking for the Spon End terrace on the site of the former Godiva Carpets property.</p>
<p>Objection 2</p>	<p>I would like to formally object to the proposed removal of the parking bays and replacing them with double yellow lines and a loading restriction. This parking bay from 96 Spon End down to the junction with Upper Spon Street is crucial for the small businesses that are based along this stretch of road and the parking is also incredibly useful for residents... we appreciate it is restricted parking but it doesn't mean we can drop off our shopping, load up our cars when going to the tip (when the dustbin men don't empty our bins) and we can park overnight outside our homes. In addition, removing the parking and making this another lane of traffic puts heavy traffic (HGV's, buses, trailers etc) less than 10ft from my front door as we have no front gardens... our front doors open straight onto the pavement. At the moment the pavement is less than 7ft wide from my doorstep to the kerb. With the proposed road widening scheme, if the council extend the footpath, the absolute maximum width of the pavement from my front door to the kerb will be 9.84ft. Double decker buses and high sided HGV's are higher than the guttering on mine and my fathers homes and we suffer from noise and vibration which will increase with the increased volume of traffic and the fact that it is that much closer to our properties. Will our homes actually withstand the increased vibration? What about the extra noise? We appreciate that it is a busy road and the parking bays don't offer a great deal of protection but they do offer some protection and it is not acceptable, in our view, to have a 4 lane single carriageway less than 10ft from our homes! Not only would this scheme make living along this stretch of road unpleasant, it also renders our properties worthless as the type of people who want a Grade II listed cottage will be put off by the reduced parking and the close proximity of traffic to the property. Meanwhile people who may be interested in purchasing as an investment will be put off because the property is listed. Another point is that this stretch of road through Spon End is actually a conservation area and mine and my fathers homes are Grade II listed as are some of the other properties, some are locally listed. The road is prone to occasional flooding which will be worsened with traffic passing closer to our properties. We have had conflicting reports saying nothing can be done and to request sandbags and we</p>

	<p>have also been told the council will put in kerb stones with holes in to help drainage and planters to help deflect the wash created by traffic passing through the flood water.</p> <p>In the Supplementary Planning Guidance from 2003, Coventry City Council stated a number of guidelines and recommendations (see page 14-15 in the attached copy) in particular:</p> <p>Make the busy street more pedestrian friendly by improved pavements, traffic calming, street tree planting.</p> <p>Maintain adequate parking to ensure the viability of small businesses along Spon End.</p> <p>Detail road modifications to be sympathetic to the surviving streetscape.</p> <p>Confirm deletion of the 1983 road improvement line through Spon End.</p> <p>In the Summary and Conclusions (page 39-41) the Council state various things but in particular:</p> <p>To improve the quality and appearance of the area, to attract a more balanced population, particularly families and younger professional people on higher incomes, which will be able to support local services.</p> <p>To control traffic flow and design highway improvements in such a way that they do not destroy the character of the area.</p> <p>To attract investment to the area, particularly investment that will protect and enhance the distinctive character of the area.</p> <p>Coventry City Council have done none of the things laid out in the Supplementary Planning Guidance, 18 years and they have done nothing, and now they want to go completely against the recommendations they themselves set out in 2003.</p> <p>The Council have already told us that pollution levels will decrease with the use of more electric vehicles but they want a quick fix and will not wait.</p> <p>The artists impression of how the road at Spon End will look after the road widening scheme is completed is totally unrealistic and misleading and information on the scheme being sent to local residents has been completely haphazard with residents not being notified of the scheme.</p> <p>I totally object to this Road Traffic Order unless the Council purchase or provide compensation for the loss of value in our properties.</p>
Response to Objection	<p>The Council understand the impact of the proposed prohibition of parking but needs to weigh this against the wider benefits of the air quality schemes. Without the additional capacity through Spon End the air quality schemes will not achieve the objective of improving NO₂ across the city.</p> <p>Stopping and loading will not be permitted during the AM peak (07:00 and 09:00) and the PM peak (16:00 and 18:30). The Council will work with residents and businesses to arrange refuse collection and other Council services outside of these hours. Residents and businesses will also need to arrange deliveries outside of these times.</p> <p>Provision of the second traffic running lane does mean that the current parking bays will be removed and the traffic in lane one will be closer to the buildings than at present. In order to mitigate this effect as much as possible, the Council will extend the current footpath in this area to provide at least a 3m width. The Council will also provide planters along the edge of footway to help reduce any impact from water spray. Additionally, the Council is working on a flood mitigation scheme which would help reduce the impact of surface water flooding on the properties.</p> <p>Following completion of the scheme the Council intends to provide alternative off-street parking for the Spon End terrace on the site of the former Godiva Carpets property. Dedicated off-street parking will be provided for the properties, which is a better provision than the current 30-minute pull in parking. Such dedicated off-street parking should help enhance the attractiveness of the properties.</p>
Objection 3	<p>I live on the road where your proposed road scheme and removal of parking bay is planned.</p> <p>I think the way this information is given to the people who it affects most is appalling. This information was not in the news letter that we received one week after its initial distribution and which Gerry Raleigh had concerns over. This letter came 14 days after the first consultation here in Spon End. Why is such important information printed in the Telegraph and on social media before the start of public consultations? I for one engage in neither and would have welcomed the opportunity to discuss certain aspects of the removal of this lay by at my appointment.</p> <p>I feel this was a repeat of last year when no information was given directly to the community here .</p> <p>There are no dates on this letter as to when you are putting signs up and painting yellow lines and why would you do this if the pavements are being extended ? Why have an empty lay by ?</p> <p>You also say that there can be no loading etc between 7 and 9. and our bins are collected between 8/8.30. Has the council made arrangements for our waste to be picked up later ? What about the large food waste and food deliveries ? Are they going to start delivering /picking up earlier? I live next door to one.</p> <p>Once again the council have no regard for the people who live here.</p>

<p>Response to Objection</p>	<p>The prohibition of parking requires a Traffic Regulation Order, which requires a separate consultation process. This commenced from the date of the advertisement of the TRO and the posting of notices at the location concerned. This is part of a legal process associated with Traffic Regulation Orders and is separate from the consultation on the wider air quality projects.</p> <p>The Council understand the impact of the proposed prohibition of parking but needs to weigh this against the wider benefits of the air quality schemes. Without the additional capacity through Spon End the air quality schemes will not achieve the objective of improving NO₂ across the city.</p> <p>Stopping and loading will not be permitted during the AM peak (07:00 and 09:00) and the PM peak (16:00 and 18:30). The Council will work with residents and businesses to arrange refuse collection and other Council services outside of these hours. Residents and businesses will also need to arrange deliveries outside of these times.</p>
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