

Cabinet Member for City Services

19 October 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 Right Turn from The Arches Industrial Estate Access Road (Spon End)

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**Is this a key decision?**

No

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**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 NO<sub>2</sub> levels below the legal limit of 40ug/m<sup>3</sup> in the shortest possible time.

The Council developed a Local Air Quality Action Plan 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 NO<sub>2</sub> 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.

The proposed Traffic Regulation Order (TRO) to prohibit the right turn from the Arches Industrial Estate Access Road is required to facilitate the safe operation of the junction. The proposed TRO was advertised on 8<sup>th</sup> September 2022, which commenced a 21-day statutory objection period. One objection was 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.

**Recommendations:**

Cabinet Member for City Services is recommended to:

1. Consider the objection to the prohibition of the right turn at the Industrial Estate;
2. Subject to recommendation 1, approve the City of Coventry (The Arches Industrial Estate Access Road) (Prohibition of Right Turn) Order 2022 is made operational.

**List of Appendices included:**

Appendix A – Plan of Industrial Estate Junction  
Appendix B – Copy of objection 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 right turn at the Arches Industrial Estate Access Road

## **1. Context (or background)**

- 1.1 A prohibition of the right turn at the Arches Industrial Estate Access Road in Spon End is proposed. The prohibition of the right turn 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. There was feedback from consultees regarding the installation of another set of traffic lights along Spon End; consultees questioned why the Council was installing an additional set of traffic signals along Spon End. The TRO for the prohibition of the right turn was advertised on 8<sup>th</sup> September 2022.

## **2. Options considered and recommended proposal**

- 2.1 One objection was received. The objection to the proposal and response to the objection is 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, or
  - ii) make amendments to the proposals.
- 2.3 **Option i)** is recommended because the prohibition of the right turn 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 to provide traffic signals at the junction. This was part of the scheme that was consulted on in November and December 2021. There were a number of comments from consultees that this new set of traffic signals would slow traffic along Spon End. Additionally, the installation of the traffic signals would have required works in private land.
- 2.5 One objection was received, which states that the prohibition will cause delays to traffic seeking to turn right and access areas such as Tile Hill. The full objection and response to the issues raised are detailed in Appendix B.

## **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 objector to the proposed prohibition of the right turn from the Arches Industrial Estate Access Road.
- 3.2 The proposed TRO for prohibition of the right turn at the Arches Industrial Estate Access Road was advertised in the Coventry Telegraph on 8<sup>th</sup> September 2022. Notices were also placed on street in the vicinity of the proposals and a letter was distributed to all

properties and businesses in the Industrial Estate. This letter was distributed on 8<sup>th</sup> September 2022. The objection period ended on 29<sup>th</sup> September 2022. One objection was received.

- 3.3 Appendix B details a summary of the objection. Copies of the content of the objection 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 right turn out of the Arches Industrial Estate Access Road on completion of the Air Quality works in Spon End. At this location the works are programmed for completion in December 2022 to March 2023.

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

##### **5.1 Financial implications**

All costs associated with the prohibition of the right turn 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.

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 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

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

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Place

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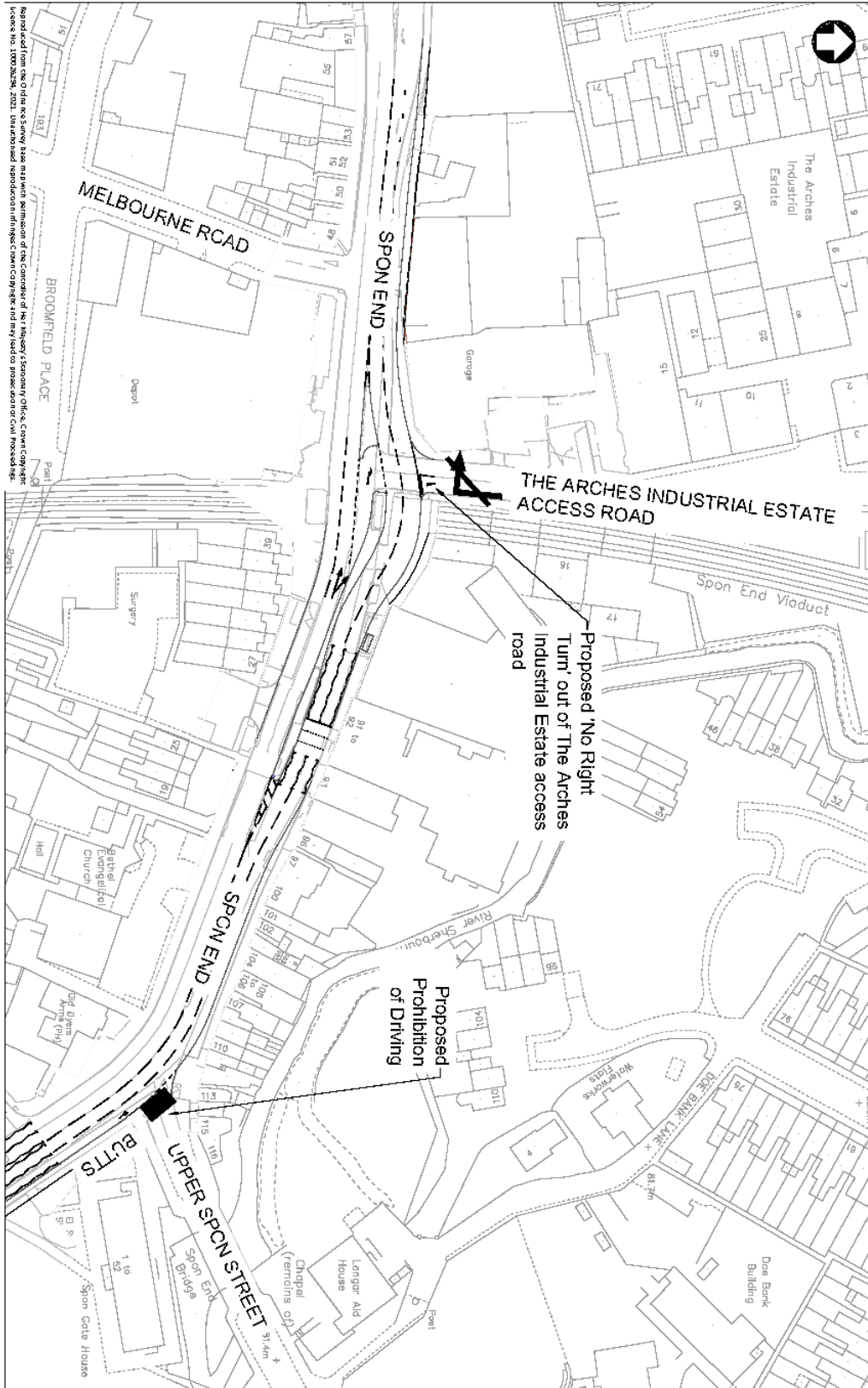
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## Appendix A – Plan of Proposed Prohibition of Right Turn



Location Plan - The Arches Industrial Estate Access Road/Spon End - Proposed No Right Turn & Upper Spcn Street - Proposed Prohibition of Driving

**Appendix B – Table of Objections to the  
Prohibition of Right Turn at The Arches  
Industrial Estate Access Road**

<b>Objection 1</b>	<p>In response to the plans for a left-turn only out of the Arches Industrial Estate, I would like to object to the Traffic Regulation Order.</p> <p>Myself and my husband run a business based on this industrial estate. To remove the right-turn out of the industrial estate will impact our business massively. We have several vans leaving the estate up to 80-100 times throughout the day, delivering car parts to garages and customers. A majority of our customers are in the area of Coventry that require us to turn right out of the estate. Traffic lights at this point would have eased the exit off this estate, but also more importantly, slow down the traffic heading into the City. On many an occasion I have witnessed the impatience of drivers attempting to overtake a vehicle heading into the City centre that has stopped to allow a vehicle to leave the estate, hence almost resulting in an RTA.....to which we had quite a serious incident only a few weeks ago for this exact same reason, which closed the road and industrial estate for a length of time.</p> <p>Turning left only out of the estate will not benefit our surrounding area. You are forcing all of our vehicles into one part of the City thus presenting our customers with an increased wait time for their parts, as our drivers will either have to head towards the City Centre to turn around, take a diversion through Earlsdon or divert over Spon End bridge, past Spon Gate Primary school to enable us to head in the direction out of the City.....which therein presents a whole new problem of increased traffic flow through residential areas that not only has a busy high street but also primary schools. Have the residents of Earlsdon/Spon End been made aware of the possible repercussions of this amendment to your plans.</p> <p>I sincerely hope that you will not take our views lightly. I implore you to re-instate the original plan of Traffic signals at the end of the estate, this is surely the safest option.</p>
<b>Response to Objection</b>	<p>The Council initially included for a new traffic signal controlled junction at this location. This was part of the consultation that was carried out in November and December 2021. A number of consultees made comments regarding the installation of another set of traffic signals along the Spon End route and queried if this would cause delays to traffic and thus work against the objectives of the Air Quality projects.</p> <p>Detailed design of the traffic signals indicated that the traffic signals would need to be located, in part, on private land. This section of land was not included in the original Compulsory Purchase Order boundaries and as a consequence there is the potential for considerable delays to the implementation of the AQ scheme.</p> <p>Analysis of alternative diversion routes based on the left turn indicates that this may add about 2 minutes to journey times.</p> <p>With the proximity of the Hearsall Lane Junction traffic lights there will be gapping of the traffic from the west. This, allied to the fact that there will now be two lanes city bound, will make the left exit from the Industrial Estate easier and safer.</p> <p>The Council considers that the proposed scheme, which includes the prohibition of the right turn, provides a better solution for the junction.</p>