
Cabinet Member for City Services

10th April 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director approving submission of the report:

Director of City Services

Ward(s) affected:

Earlsdon

Title:

Objections to Proposed Traffic Regulation Orders and Notices of Intent - Earlsdon Liveable Neighbourhood Scheme

Is this a key decision?

No

Executive summary:

On 15 February 2024 several proposed Traffic Regulation Orders (TROs) were advertised in connection with the Earlsdon Liveable Neighbourhood scheme. In addition, notice was given for the provision of some sections of cycle track and notices of intent were advertised for the proposed installation of 2 controlled crossings and 3 raised tables. The location and scope of these measures was developed following two rounds of public consultation, starting in December 2022 and concluding in October 2023.

55 objections were received. In accordance with the City Council's procedure for dealing with objections to TROs and notices of intent, they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the Earlsdon Liveable Neighbourhood Scheme, if approved, will be funded from Active Travel Fund tranche three, awarded by Transport for West Midlands on behalf of national government.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed traffic orders and raised tables, and the representations to the controlled crossings.
- 2) Subject to recommendation (1), approve that the proposed shortening of waiting restrictions (double yellow lines) on Clarendon Street is not implemented.
- 3) Subject to recommendation (1), approve that the proposed No Entry TRO on Warwick Street is not implemented.
- 4) Subject to recommendation (1), approve that the proposed changes to waiting restrictions on Warwick Street are not implemented and the existing waiting restrictions remain in operation.
- 5) Subject to recommendation (1), approve that the proposed changes to waiting restrictions on Moor Street between Warwick Street and Clarendon Street (installation of disabled parking bay and approximately 20m of double yellow lines) are not implemented.
- 6) Subject to recommendation (1), approve that the proposed daytime 7am-7pm taxi ranks on Earlsdon Street are not implemented, that the existing waiting restrictions remain in operation and that a revised proposal is advertised in the future.
- 7) Subject to recommendations 2 to 6 and following consideration of the objections and representations received approve the implementation of the advertised proposals.

The scope of the recommended revised proposals is set out at Appendix D to the report.

List of Appendices included:

Appendix A – Objections raised against specific proposals, with city council response

Appendix B – Objections raised not against specific proposals, but highlighting concerns with the scheme in general

Appendix C - Queries and comments raised during the statutory consultation period

Appendix D – Revised scheme to be implemented following statutory consultation period

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

Has it 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 Earlsdon Liveable Neighbourhood Scheme

1. Context (or background)

- 1.1. This report summarised the objections received to the statutory notices issued in relation to the Earlsdon Liveable Neighbourhood scheme, which was approved for implementation at the Cabinet Member Meeting held on Monday 8th January 2024.
- 1.2. The project is funded by Transport for West Midlands, as part of the third tranche of the Active Travel Fund. This funding is aimed at schemes that improve conditions for walking, wheeling and cycling.
- 1.3. Engagement with residents, businesses and other stakeholders has taken place over two stages. The first stage, from December 2022 to February 2023 focused on understanding people's issues and objectives on what they feel – in terms of public realm changes – would make Earlsdon a more liveable neighbourhood, achieving a better balance between the needs of traffic and local people. Particular emphasis was made on the historic issues that have previously been raised in the area, notably traffic speeds, parking and volumes of through traffic.
- 1.4. The second round of engagement sought local feedback on a set of proposals that were designed to respond to the themes and priorities identified in the first round.
- 1.5. Following that second round of engagement, changes were made to the scheme to respond to concerns raised, and it is these proposals that were included in the statutory notices advertised on 15 February 2024 following Cabinet Member approval on 8 January. Some elements of the scheme, like road narrowing and benches, do not require statutory consultation, and thus are outside the scope of objections and therefore are not discussed in this report.

2. Options considered and recommended proposal

- 2.1. Option development and consideration has followed the multi-stage consultation process outlined above, of which this statutory consultation is the third and final step.
- 2.2. At this stage of the scheme development process, the options available are:
 - A. Withdraw the scheme.
 - B. Implement the scheme as advertised.
 - C. Implement the scheme as advertised, in part only.
- 2.3. This report recommends the third option, which is implementing the scheme but with some changes to reflect the concerns raised during the statutory consultation period.
- 2.4. The key proposals that will be implemented, if agreed, are:
 - Albany Road toucan crossing and associated cycle track designation.
 - Area-wide 20mph Zone with supporting traffic calming measures.
 - Beechwood Avenue traffic calming scheme including associated parking restrictions and landscaping.

- Broadway and Spencer Road traffic calming measures.
- Earlsdon Street zebra crossing and associated parking changes.
- Exemption for cycles to existing and proposed No Entry points and One Way streets.
- Introduction of West Midlands Cycle Hire docks in Earlsdon Avenue North and Warwick Street, subject to operator site approval.
- Pavement (footway) widening on Earlsdon Avenue North and Earlsdon Avenue South, and associated parking restrictions and landscaping.
- Point closures (mode filters) in Arden Street and Shaftesbury Road and associated parking restrictions.
- Point no entry in Stoneleigh Avenue, at junction with Kenilworth Road, and associated parking restrictions.

2.5. Proposals that will not be implemented, if agreed, are:

- Point no entry in Warwick Street.
- Changes to parking restrictions in Warwick Street.
- Introduction of double yellow lines and Blue Badge parking bay in Moor Street.
- Removal of double yellow lines in Clarendon Street.
- Introduction of part-time taxi rank on Earlsdon Street.

2.6. All parking in Warwick Street will remain as at present, apart from the introduction of a West Midlands Cycle Hire dock within the carriageway.

2.7. The 24-hour part of the Earlsdon Street taxi rank will be introduced as advertised, but the part-time extents will be reviewed and re-advertised later.

3. Results of consultation undertaken

3.1. The proposed TRO and Notices were advertised in the Coventry Telegraph on Thursday 15 February 2024. Notices were also placed on street in the vicinity of the proposals. In addition, residents and other stakeholders who had previously registered to be informed of scheme progress were sent an email newsletter advising them of the notices being published, inviting them to comment or object.

3.2. A total of 55 objections were received from 31 individuals. Of these, two were specifically raised in relation to the proposed waiting restrictions and blue badge parking bay on Moor Street and a further two were specifically raised in relation to changes to parking on Warwick Street.

3.3. The remaining objections were raised against the overall scheme (i.e. citing one or more traffic order or notice title), but those objections raised specific issues relating to the following proposals:

- a) Proposed area-wide 20mph zone
- b) Proposed changes to parking on Earlsdon Street
- c) Proposed cycle contraflows
- d) Proposed double yellow line on Earlsdon Avenue South
- e) Proposed double yellow lines on Beechwood Avenue

- f) Proposed point no entry on Warwick Street
 - g) Proposed prohibition of driving on Arden Street
 - h) Proposed prohibition of driving on Shaftesbury Road
 - i) Proposed raised table on Beechwood Avenue
 - j) Proposed shortening of yellow lines on Clarendon Street
 - k) Proposed taxi rank on Moor Street
 - l) Proposed zebra crossing on Earlsdon Street
- 3.4. Some objections raised queries or concerns about process, consultation, data, and enforcement.
- 3.5. Appendix A to the report lists the issues raised in relation to a specific proposal, and a response to the issue(s) raised. Items are listed alphabetically by street name.
- 3.6. Appendix B to the report lists the issues raised regarding the scheme process, consultation, and data.
- 3.7. Two emails of support for the scheme were also received. Communications that were queries about the scheme were also received and responded to.
- 3.8. Appendix C to the report lists the queries and supportive comments raised during the statutory objection period.

4. Timetable for implementing this decision

- 4.1. Subject to the outcome of this decision, the construction of the scheme is expected to start in May 2024, to avoid clashing with the Earlsdon Festival community event. Early enabling works may happen before this date. Substantial completion is currently outlined for the end of school summer holidays in August.

5. Comments from the Director of Finance and Resources and the Director of Law and Governance

5.1. Financial Implications

The cost of introducing the proposed scheme will be funded by the £1m Active Travel Fund tranche 3 capital grant that has been awarded to deliver the Liveable Neighbourhood schemes.

The scheme will not proceed until funding is in place. Significant change to the scope of the proposals risks funding being withdrawn.

The introduction of an area-wide 20mph Zone presents opportunities for revenue savings, as a number of currently illuminated traffic signs would no longer require illumination. The location where these signs can be de-illuminated is currently under review, in association with the council's proposed street lighting overnight switch-off.

The proposals are anticipated to result in a reduction in vehicle speeds, particularly along Beechwood Avenue, which would in turn lead to reduced maintenance costs relating to the replacement of street furniture being damaged in collisions caused by

speeding traffic. Road narrowing also reduces the amount of carriageway to be maintained, and thus saves future maintenance costs as footway maintenance is less revenue intensive.

Measures that improve uptake of active travel will in turn improve public health outcomes, with a resultant saving in long-term health and social care costs.

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 One Coventry Plan? (<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>)

The proposed changes to the waiting restrictions as recommended 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?

A risk register has been established for the project as part of its original business case, and this is regularly reviewed and updated as necessary by the project team, overseen by the Transport Capital Programme Board.

6.3. What is the impact on the organisation?

Proposed changes to traffic management will mean different routes will need to be planned for refuse collection vehicles and services like assisted transport serving some streets within Earlsdon. However, the proposed traffic management changes have been designed to keep residual routes set up as “loops” that minimise the need for turns in the road or reversals. Any reversals required will be short, and less than existing reversal manoeuvres already required in the area. Colleagues in these services have been engaged on the proposals and have agreed that alternative routes can be adopted without any impact upon service provision.

6.4. Equalities / EIA?

The introduction of the scheme is designed to respond to community input, including specific user groups including care homes. The overall scheme will improve road safety for all road users. Pavement widening at key areas will reduce congestion on the footway and make it easier for visually impaired pedestrians and people in wheelchairs to negotiate the pavement.

6.5. Implications for (or impact on) climate change and the environment?

The proposed scheme will support people in making more sustainable transport choices by improving conditions for walking and cycling, in response to the key priorities established for the scheme following public and councillor input.

The proposals also include locations where greenery and planting will be installed, including sustainable urban drainage features that help mitigate flooding.

6.6. Implications for partner organisations?

The scheme provides opportunities for Transport for West Midlands to install docks for its Cycle Hire Scheme, in a location that has traditionally had strong demand for the scheme but limited scope to provide docks on street.

The scheme also improves the pedestrian environment at three bus stops in Earlsdon, making public transport a more attractive choice, potentially offsetting need for public transport services to be subsidised. There is also scope for improved revenue for both public transport and cycle hire to arise from the co-location of the cycle hire dock with a significant bus stop (the inbound bus stop outside Earlsdon Library).

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