

Cabinet Member for City Services

10<sup>th</sup> 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 affected:**

Henley

**Title:**

North View - Objections to Proposed Waiting Restrictions

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**Is this a key decision?**

No

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**Executive Summary:**

In response to traffic management issues, due to parked vehicles obstructing access to premises on North View, it is proposed to install a Traffic Regulation Order (TRO) to prohibit waiting (double yellow lines).

On 15<sup>th</sup> February 2024, the proposed TRO was advertised, commencing a twenty one (21) day objection period. Seven (7) 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 as to how to proceed.

The cost of introducing the proposed TRO, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

**Recommendations:**

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed waiting restrictions.
- 2) Subject to recommendation 1) above, approve the implementation of the proposed prohibition of waiting as advertised on North View.

- 3) Endorse that the Traffic Management Team continue to review the school gate parking issue on Eden Road and work with the school and local businesses on this issue.

**List of Appendices included:**

Appendix A – Location plan

Appendix B – Proposed waiting restrictions on North View

**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:** North View - Objections to Proposed Waiting Restrictions

**1. Context (or background)**

- 1.1 In response to traffic management issues, raised due to parked vehicles obstructing access to properties/premises on North View, a prohibition of waiting (double yellow lines) was proposed. To be able to install waiting restrictions a TRO is required.
- 1.2 As part of the statutory procedure, the TRO was advertised in the local press on 15<sup>th</sup> February 2024, advising that any formal objections should be made in writing by 7<sup>th</sup> March 2024. Notices were also posted on lamp columns on North View and letters were sent to properties who would be directly affected, due to waiting restrictions being installed on the public highway outside their property/business.
- 1.3 Seven (7) objections were received.

**2. Options considered and recommended proposal**

- 2.1 The seven (7) objections to the proposals all refer to the same concern, relating to the parking of vehicles (on existing double yellow lines) on Eden Road, while people wait to pick up children attending the Seva School, which is located on Eden Road. The objectors advise that the access to Denso opposite the school is also being blocked by drivers waiting for pupils.
- 2.2 Six (6) objectors also advise that they consider a better solution would be to install double red lines (no stopping at any time) including on Eden Road, to reduce the safety risks to children.
- 2.3 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 advertised;
  - iii) not to make the order relating to the proposal.
- 2.4 The Coventry Walsgrave Triangle (Business Park) consists of three (3) roads, Eden Road, Paradise Way and North View (see location plan in Appendix A to the report). North View is the only one of these three roads that does not have any waiting restrictions. A prohibition of waiting (double yellow lines) was introduced several years ago on Eden Road and Paradise Way due to access issues created by parked vehicles.
- 2.5 A review of the personal injury collision history for North View, Eden Road and Paradise Way has shown that there have been no recorded personal injury collisions the last three (3) years (the time period that is used when assessing and prioritising local safety schemes).

- 2.6 The traffic management issue raised on North View was due to parked vehicles, including all day parking, creating access difficulties; specifically operational access for large vehicles into and out of business premises located on North View. Having reviewed the location a scheme consisting of double yellow lines was considered to be the appropriate and proportionate response to address the issues being raised.
- 2.7 Double red lines ('no stopping at any time') are a type of restriction used as part of measures known as a 'red route'. Whilst various possible restrictions were considered to address the traffic management issue being raised, double red lines were discounted. In doing so Officers considered the Department for Transport (DfT) guidelines on the use of red routes which sets out that, *'red routes are intended to be used strategically to deal with traffic problems assessed on a whole-route basis, not to deal with issues on relatively short lengths of road'*.
- 2.8 North View, Paradise Way and Eden Road are not considered a route of strategic importance. It is an area connecting to an existing red route, an arterial route into/out of the city (A4600), but it is not a through route, and does not carry a large volume of traffic throughout the day. The issue that has been raised, namely vehicle access, would be addressed by preventing parking, it is not considered appropriate or necessary to install a restriction that prevents stopping.
- 2.9 The objectors have requested double red lines on Eden Road to address the school gate parking issue outside the Seva School. For the reasons set out above, such a restriction would not be appropriate at this location and is therefore not recommended. However, in response to the concerns raised it is proposed that the Traffic Management Team will work with the Seva School and local business on the parking issue.
- 2.10 The recommended proposal is to install the double yellow lines as proposed on North View (as shown in Appendix B to the report).

### **3. Results of consultation undertaken**

- 3.1 The proposed TRO for the North View waiting restrictions was advertised in the Coventry Telegraph on 15<sup>th</sup> February 2024. Notices were also placed on North View. In addition, letters were sent to properties/businesses which would be directly affected. Letters were also sent to various other consultees. Seven (7) objections were received in response.

### **4. Timetable for implementing this decision**

- 4.1 It is proposed to make the TRO and install the restrictions as approved by the end of May 2024.

### **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 TROs, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

## 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 implementation of 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?

None

### 6.3 What is the impact on the organisation?

None

### 6.4 Equalities / EIA

The introduction of waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

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

None

**6.6 Implications for partner organisations?**

None

## Report author

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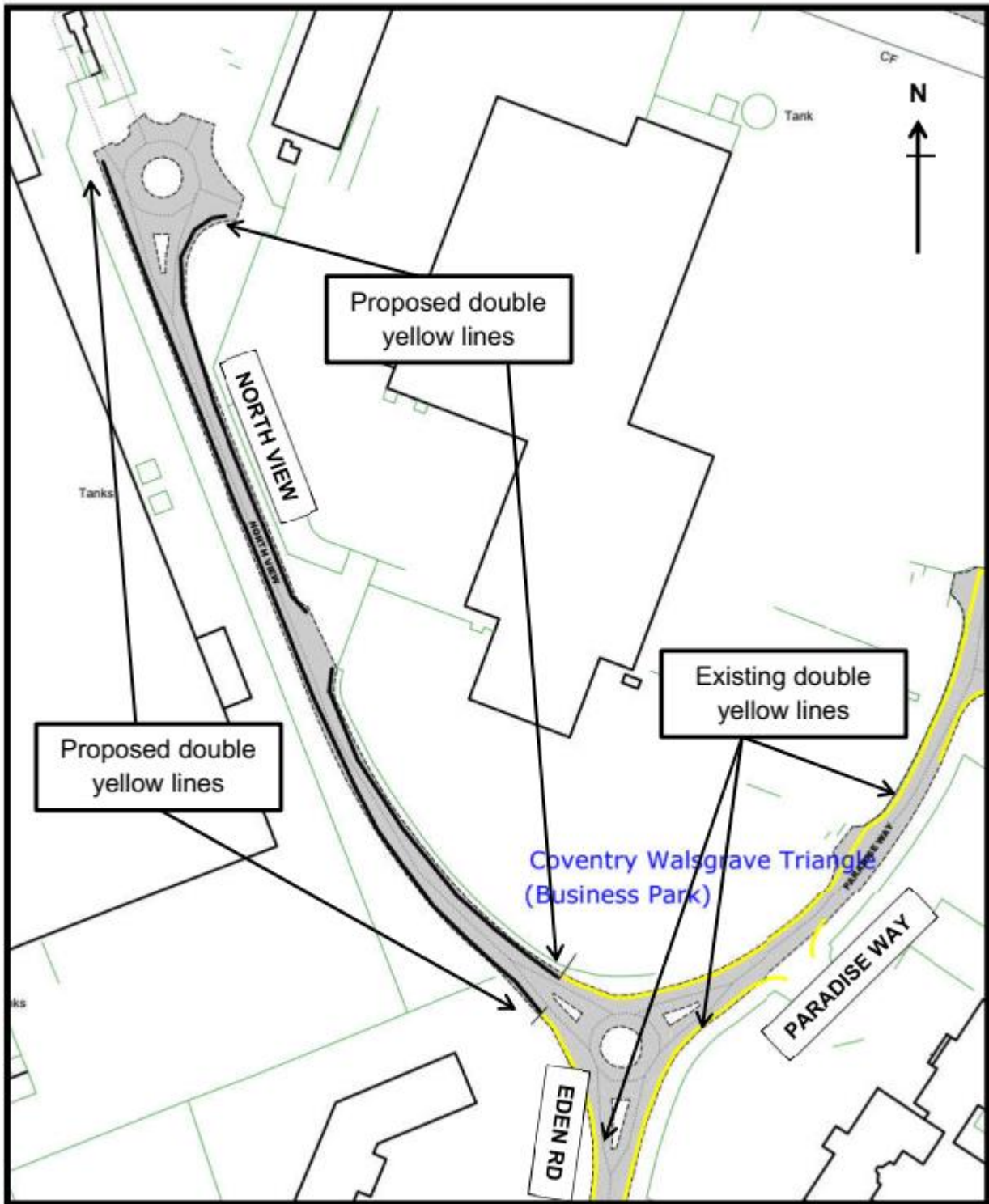
APPENDIX A – Location Plan





## Appendix B - Proposed waiting restrictions on North View

### Proposed No Waiting at Any Time (Double Yellow Lines)



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