

Cabinet Member for City Services

17th June 2024

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of City Services and Commercial

Ward affected:

Henley

Title:

North View - Objections to Proposed Waiting Restrictions

Is this a key decision?

No

Executive Summary:

In response to traffic management issues associated with parked vehicles obstructing access to premises on North View, it was proposed to install a Traffic Regulation Order (TRO) to prohibit waiting by way of 'no waiting at any time' (double yellow lines).

On 15th February 2024, the proposed TRO was advertised, commencing a twenty one (21) day statutory consultation period. Seven (7) objections were initially received. In accordance with the City Council's procedure for dealing with objections to TROs, a report was prepared which was intended to be presented to the Cabinet Member for City Services at the April meeting to determine how to proceed.

Following further representation with representatives of the nearby Seva School prior to the meeting, a decision was taken to defer that report as Officers worked with local businesses and the School to identify solutions which could address the concerns and needs of all parties.

The cost of introducing a TRO, would be funded from the Highways Maintenance and Investment Capital Programme budget through the CRSTS Settlement.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed City of Coventry (North View) (Prohibition of waiting) Order 2024.
2. Subject to recommendation 1, approve the part implementation of the proposed prohibition of waiting on North View as shown in Appendix C.
3. Endorse the ongoing work of the Traffic Management Team to engage local stakeholders to identify options and solutions considering the differing needs of each party.
4. Approve the proposal to advertise further parking restrictions on North View to address all day and overnight parking as shown in Appendix D.

List of Appendices included:

Appendix A – Location plan

Appendix B – Proposed waiting restrictions on North View

Appendix C – Revised waiting restrictions on North View

Appendix D – Proposed all day and overnight waiting restrictions on North View

Background Papers

None

Other useful documents:

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 The Coventry Walsgrave Triangle (Business Park) consists of three (3) roads, Eden Road, Paradise Way and North View. A plan showing the location is included in **Appendix A**. 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.
- 1.2 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 in the last three (3) years (the time period that is used when assessing and prioritising local safety schemes).
- 1.3 Traffic management issues on North View associated with parked vehicles, including all day parking has been raised with the Council. It is reported that current parking behaviours are at times preventing 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 developed as an appropriate and proportionate response to address the issues raised. A plan showing that scheme is attached as **Appendix B**.
- 1.5 As part of the statutory procedure, the TRO necessary to facilitate the installation of that restriction was advertised in the local press on 15th February 2024, advising that any formal objections should be made in writing by 7th 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.
- 1.6 Seven (7) objections were received during the statutory consultation period and a further one (1) representation from Seva School was subsequently received prior to the matter being considered at the April decision session.

2. Options considered and recommended proposal

- 2.1 The seven (7) objections received 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 The representation received from Seva School highlighted the potential impact of the proposed restrictions on school pick up and drop off activities. These currently, whilst building works take place on their site, rely heavily on the on-street parking available on North View. The school have advised that building activities at the school, previously

approved by the Councils Planning department (Planning Ref: PL/2024/0000284/FUL) mean that there is currently no onsite parking or pick up and drop off facilities available within the school grounds. Whilst the current phase of works is scheduled to end by the end of May 2024, further works are planned on site which are likely to mean that the current arrangement, with no parent parking/drop off and pick up facilities, will remain in place through to September 2025. These works have also, it is acknowledged by the school, resulted in an increase in contractor parking on North View which is undoubtedly contributing to the current level of parking demand at this location. The school have advised that they expect this to initially reduce as they move into the next phase of works and acknowledge that opportunities to facilitate off street contractor parking to reduce demand on North View are needed. The school also highlight the works in question are being progressed by the Department for Education and as such sit outside of the direct control of the school.

- 2.4 In order to better understand the issues being faced by the school and local businesses, a meeting took place on the 20th May 2024 on North View, to which all interested parties were invited, to discuss the concerns of all parties and to seek co-operation and collaboration to address the concerns raised. At the meeting, concerns over school, contractor and overnight parking were raised and discussed, with all parties committed to working positively together to seek a viable long-term solution. Opportunities including utilising space and carparking on neighbouring premises was discussed and continues to be explored as were revised parking restriction proposals which would meet the schools need for some on street parking during the current phase of building, whilst enabling restrictions to come forward which would aid operational access for businesses on North View.
- 2.5 In considering the objections received and the subsequent discussions with stakeholders the following options have been identified and considered:
- i) make the order for the proposal as advertised;
 - ii) part implement the order as advertised
 - iii) make amendments to the proposals, which would require the revised proposal to be advertised;
 - iv) not to make the order relating to the proposal.
- 2.6 As noted in section 2.2 of this report, six (6) objectors have requested that double red lines be installed in place of the proposed double yellow lines. 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'*.
- 2.7 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. For this reason, such a restriction would not be appropriate at this location and is therefore not recommended.

- 2.8 Options i and iv above are also not recommended. Whilst option i would aid operational access, it would significantly impact parent pick up and drop off activities at the Seva School over the next 18 months and is likely to disperse parking demand onto other private third-party land which is not desirable. Option iv is also not recommended as this would maintain the status quo and would not address the concerns being raised by local businesses.
- 2.9 It is proposed therefore that a combination of Options ii and iii should be taken forward as the preferred option on a staged basis at the current time. The first stage would be to partially implement the advertised proposal as shown in the revised plan shown in **Appendix C**. By adopting this approach, we would be able to address the concerns raised by businesses associated with parking on both sides of the carriageway on North View. This option would retain some parking on the western side of North View (approximately 185m) but would protect the critical pinch points at either end of the road at the approaches to the roundabouts. This approach, of partially implementing the restriction, enables the measures to come forward and be implemented on the ground in an accelerated fashion and would not require the readvertisement of this specific element. Alongside these measures, it is also proposed to remark an existing school bus/coach parking bay which had historically been marked out on the highway fronting the school to aid school related bus/coach pick up and drop off activities.
- 2.10 This course of action, whilst positive, would not address concerns raised related to overnight and all-day parking on North View. As such it is proposed that additionally, a subsequent TRO is advertised which proposes the introduction of a restricted single yellow line waiting restriction. This would be timed to facilitate school related drop off and pick up activities, but which would prohibit all day and overnight parking activities. The restricted times proposed being 10am to 2pm and 6pm to 8am (subject to confirmation prior to consultation). This is particularly relevant as it is reported that use of the road for overnight parking is increasing and resulting in an increase in environmental waste and hazards.
- 2.11 Whilst the introduction of the proposed measures have the potential to significantly enhance parking practices on North View and aid the access and egress issues being reported, it is clear that ongoing dialogue and the support of key stakeholders including local businesses, the Seva School, Council Highways, Planning and Education departments alongside West Midlands Police and the Department of Education will be necessary, with all having a role to play in addressing the issues raised. To progress these discussions, the Traffic Management Team will continue to work with stakeholders to facilitate this.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the North View waiting restrictions was advertised in the Coventry Telegraph on 15th 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, if approved to make the TRO in part, as shown in **Appendix C** and install the restrictions on the ground by the middle of July 2024, subject to lining resources.

- 4.2 The proposal to remark the existing school bus/coach bay on North View outside of the school does not require a TRO and as such will be remarked as a priority. It is expected that this work will also be completed by the end of June 2024.
- 4.3 The revised proposals will be advertised in July 2024. Subject to no objections being made to these proposals, it is likely that they could be in place for the start of the new school year in September. If objections are received, these would need to be considered by the Cabinet Member for City Services at a formal meeting before determining the way forward.

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

5.1 Financial Implications

The cost of introducing the proposed TROs is anticipated to be £5000 and if approved, will be funded as part of the Traffic Management allocation from the Local Network Improvement Programme for 2024/25 which itself forms part of the Highways Maintenance and Investment Capital Programme budget, funded via the City Region Sustainable Transport Settlements (CRSTS).

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

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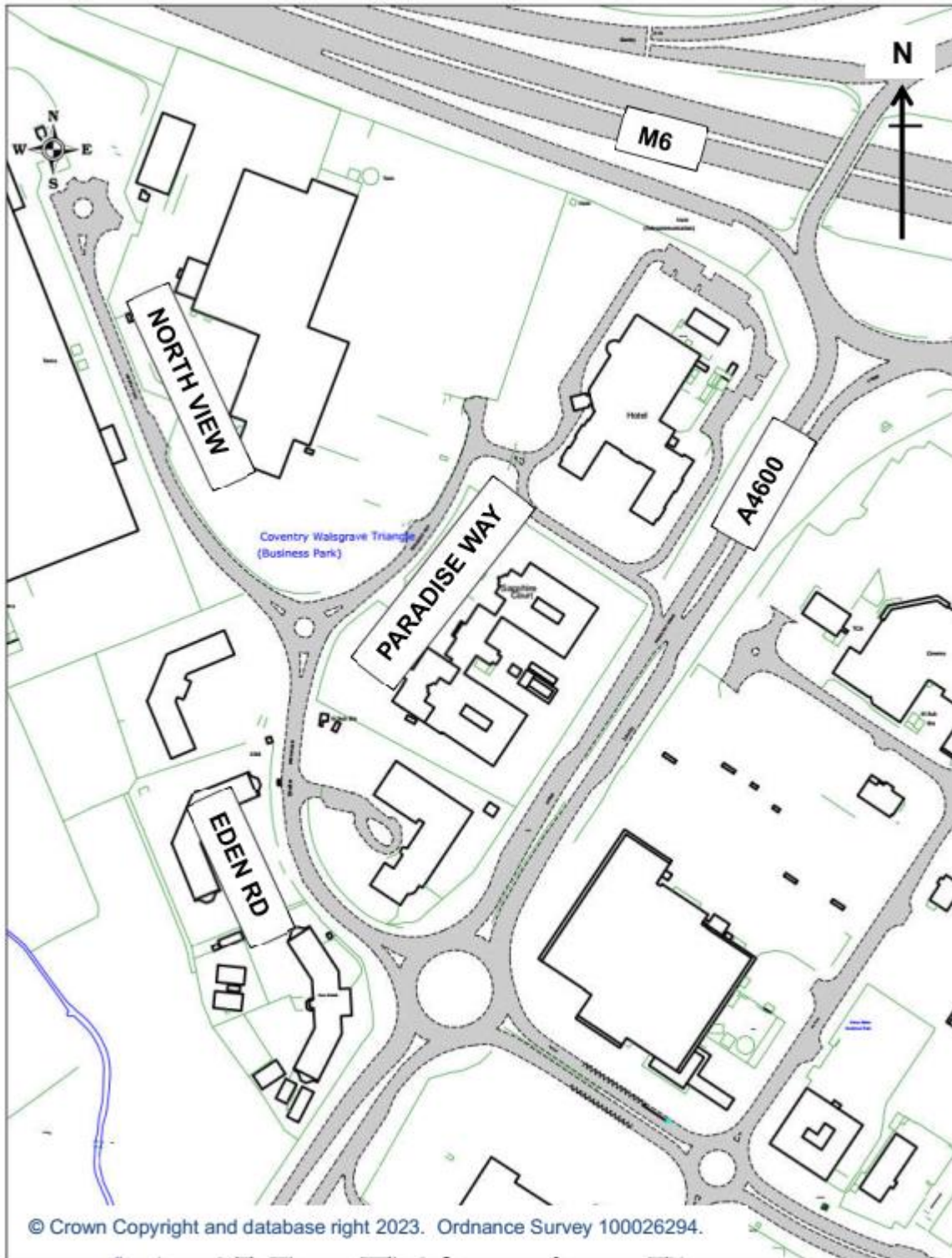
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Enquiries should be directed to the above person.

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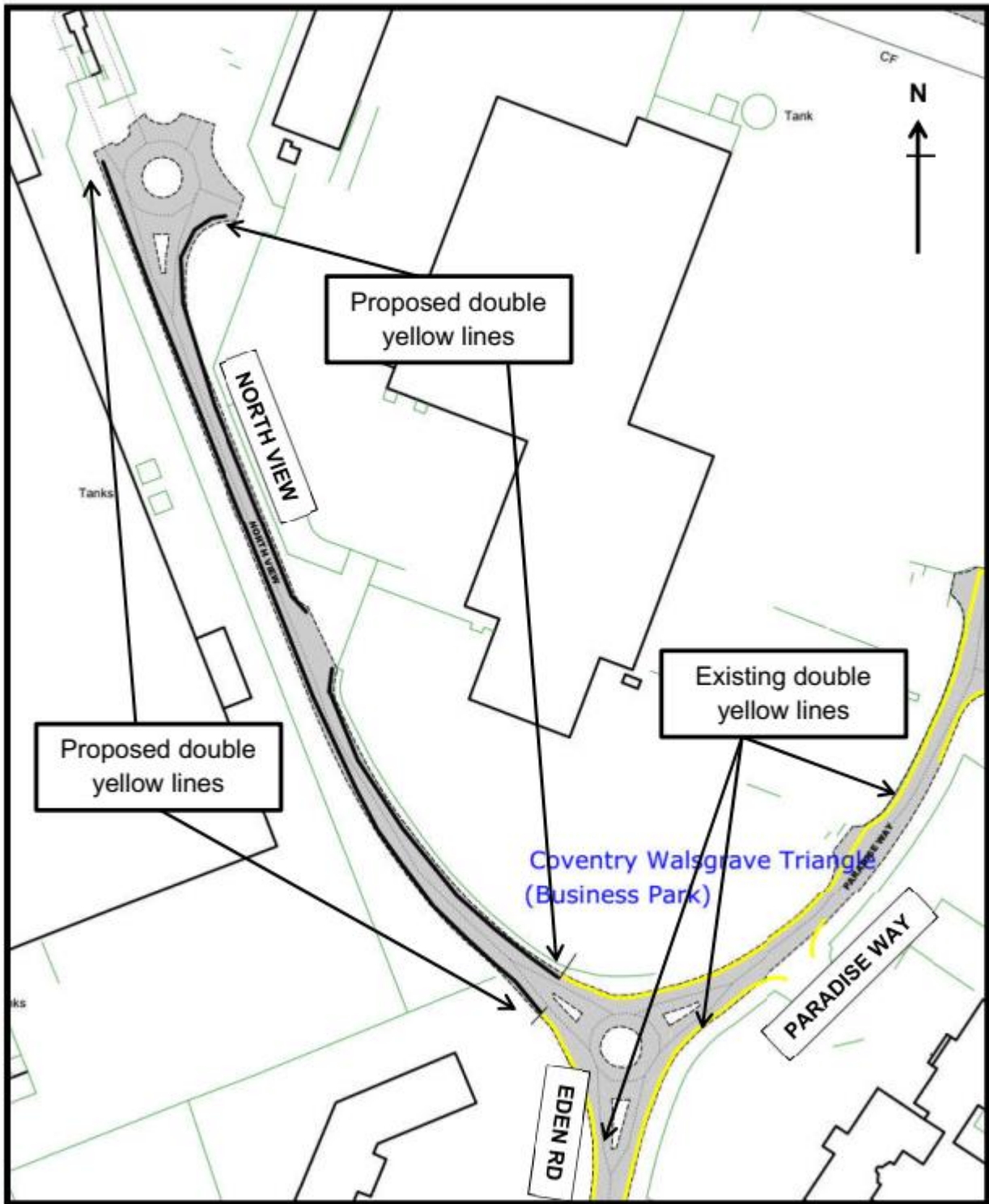
This report is published on the council's website: www.coventry.gov.uk/meetings

Appendix A – Location Plan



Appendix B - Proposed waiting restrictions on North View

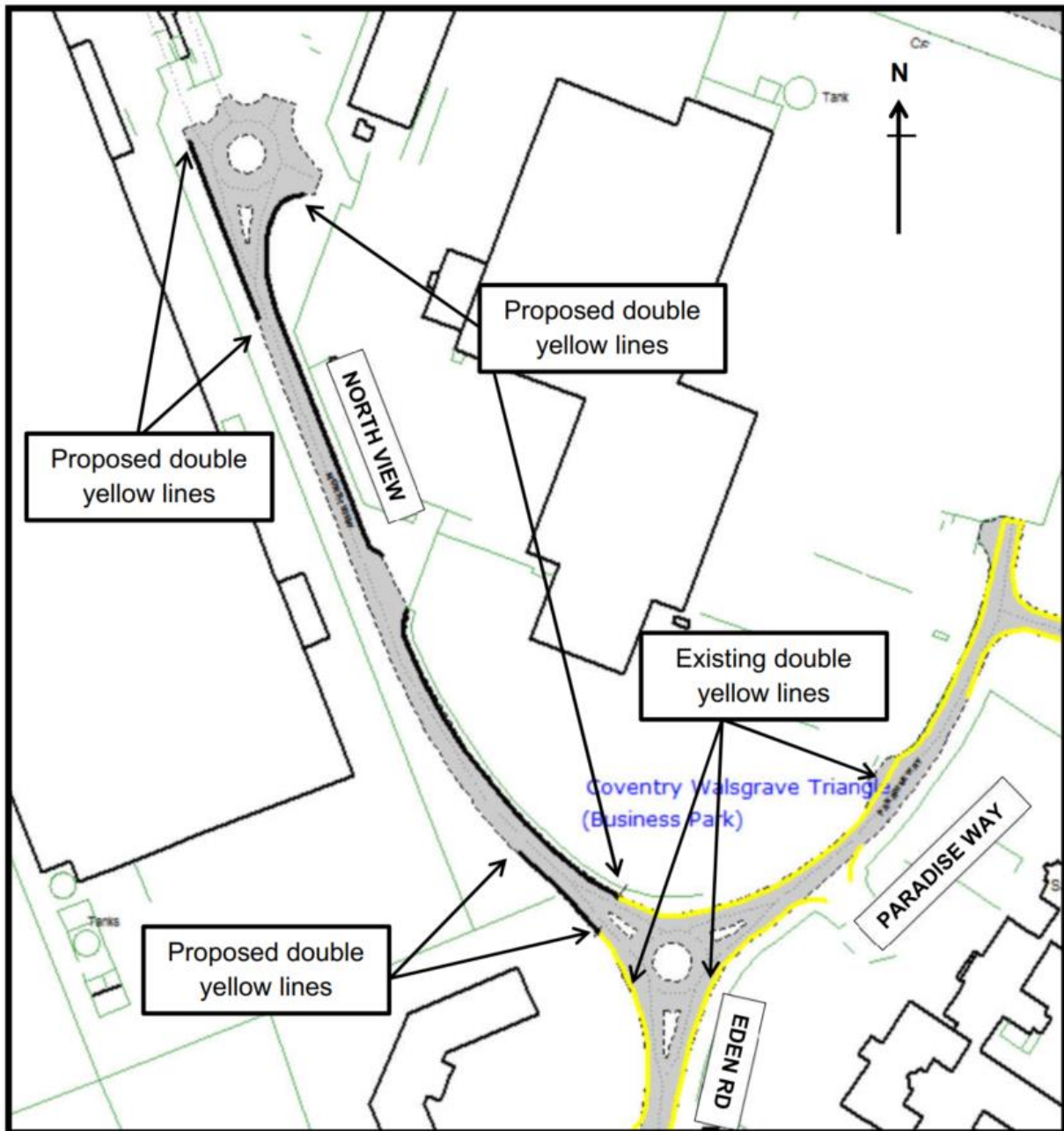
Proposed No Waiting at Any Time (Double Yellow Lines)



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Appendix C – Proposed partial scheme to be implemented on North View

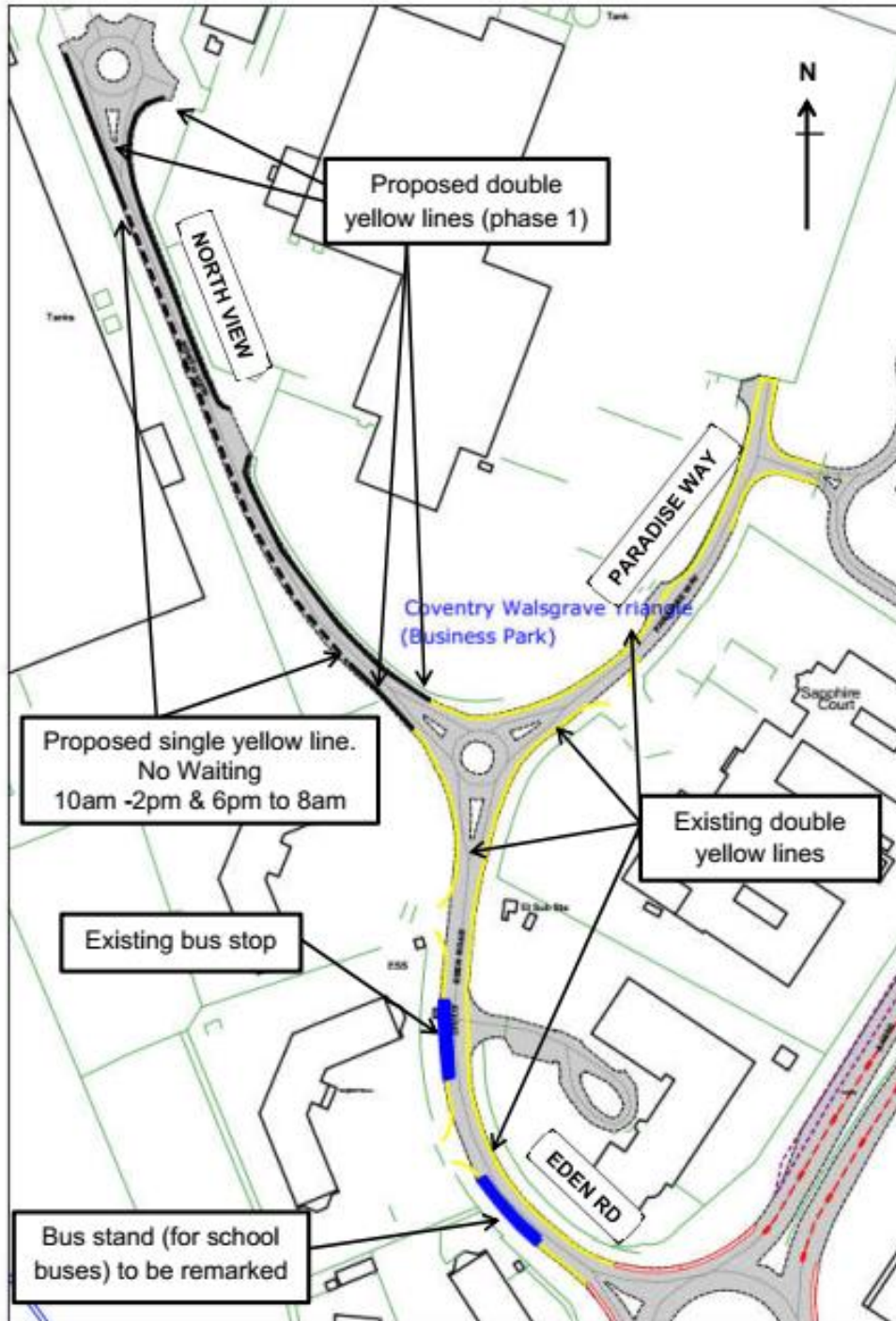
Location Plan – North View Proposed No Waiting at Any Time (Double Yellow Lines) - Revised



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Appendix D – Proposed all day and overnight waiting restrictions on North View

Location Plan – North View Phase 2 Proposals



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