
Cabinet Member for City Services

8th November 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(s) affected:

Woodlands

Petition e30/23– Request for Pedestrian Crossing on top end of Eastern Green Road /Alspath Lane

Is this a key decision?

No

Executive summary:

In January 2024 a petition requesting the installation of a pedestrian crossing at the top end of Eastern Green Road/Alspath Lane, around the Unicorn Pub and Unicorn Avenue shops, closed with 64 signatures.

Following receipt of the petition, site inspections were undertaken to assess the feasibility of the request and to identify if any alternative measures could be implemented to aid pedestrians crossing the road. These investigations included dialogue with Severn Trent Water who are currently undertaking works in this area and subsequent communication with Woodland Ward Councillors, who submitted the petition on behalf of residents.

Due the road environment and alignment, the provision of a pedestrian crossing at the location requested has found not to be achievable without significant vegetation removal and road realignment. Surveys of pedestrian demand at this location do not currently justify such a scheme. As such alternative options, including the provision of informal crossing facilities at alternative locations along the length of Eastern Green Road and Alspath Lane have been considered and proposals for Lower Eastern Green Lane in the vicinity of Park Hill School reviewed. Further engagement is ongoing with Ward Councillors regarding this.

If a scheme is identified this could be delivered as part of the 2025/26 Local Network Improvement Plan funding allocation at which time opportunities for match funding from Severn Trent Water will be explored.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Note the petitioners' concerns.
- (2) Endorse that a pedestrian crossing facility is not provided on Alspath Lane at Unicorn Avenue for the reasons set out within the report.
- (3) Approve that the feasibility of improvements to pedestrian accessibility being made on Lower Eastern Green Lane in the vicinity of Park Hill Primary School is investigated, in consultation with Woodlands Ward Councillors
- (4) Subject to recommendation 3, should a viable scheme be identified that it be accelerated for delivery as part of the 2025/26 Traffic Management programme.

List of Appendices included:

None

Background papers:

None

Other useful documents

Traffic Signs Manual Chapter 6 – Traffic Control

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: Petition e30/23– Request for Pedestrian Crossing on top end of Eastern Green Road /Alspath Lane

1. Context (or background)

- 1.1. A petition signed by 64 people has been submitted requesting that a new pedestrian crossing be installed on Alspath Lane in the vicinity of Unicorn Avenue.
- 1.2. The petition reads as follows:

'We the undersigned petition the Council to install a pedestrian crossing at the top end of Eastern Green Road and Alspath Lane in the area of the Unicorn pub and Unicorn Avenue shops.

This area of road is busy, and crossing is difficult due to the limited visibility, speed of vehicles and multiple junctions. Traffic calming such as a pedestrian crossing would make the area safer for pedestrians and road users. This route is used by residents travelling to the shops, pub and primary school. Personally, as parent of two children I will often not walk my children to Park Hill Primary School out concern for crossing this road. However, when we do, we often rely on kindness of drivers to stop for us and have seen others struggling to cross this road.'

2. Options considered and recommended proposal

- 2.1. Eastern Green Road/Alspath Lane is an unclassified local residential road which connects Broad Lane with Upper Eastern Green Lane/Lower Eastern Green Lane. The southern section of the road is predominately residential in nature. The road transitions at its northern end to a mixed residential and commercial use including a public house (The Unicorn) on the eastern side of the road and a small parade of shops (accessed by vehicles from Unicorn Avenue) on the western side of the road. Building density is reduced in this area and features a mix of green space and established wooded areas. The road is subject to a 30mph speed limit with and features no on street parking restrictions other than some areas of double yellow lines for junction protection.
- 2.2. On receipt of the petition, Officers have carried out detailed site inspections and commissioned surveys to investigate and explore opportunities to address the concerns raised in the petition.
- 2.3. Discussions have also taken place with Severn Trent Water who are due to commence works on a new underground storage tank adjacent to Unicorn Lane imminently and have that they are keen to explore opportunities for collaboration mindful of the likely impact of works on the area during construction. These discussions are ongoing.
- 2.4. The results of the initial site inspections undertaken identified that due to the horizontal and vertical alignment of the road, it was not possible to meet forward visibility standards required for the installation of a formal pedestrian facility in the vicinity of Unicorn Avenue. The curvature of the road, combined with the existing tree coverage and height changes mean that physically it would not be possible to install a crossing at this location without making significant changes to the road alignment in this area. As part of this work, options were considered around hard pruning and cutting back of the existing

canopy but again found that this would not overcome the underlying layout issues that the current road alignment presents and would create an ongoing maintenance burden. Site surveys of pedestrian behaviour in this location also found that this was not an area with high levels of pedestrian demand; the results (pedestrian crossing counts undertaken in May 2024), did not support the prioritisation of this location for a new formal pedestrian crossing facility.

- 2.5. Due to the concerns raised, as part of the investigations the merits of introducing facilities on either side of the initially requested location (the northern section of the road up to the junction with Upper Easter Green Lane and the southern section towards Unicorn Lane, and beyond to Luther Way) were considered. Whilst forward visibility and the road layout would enable a crossing facility to be provided between Unicorn Lane and Luther Way, site surveys of this location showed low numbers of pedestrian demand which would not justify the provision of a crossing at this location. It was also concluded that as this was a location away from a natural desire line, it would be unlikely to be well used, even if installed and therefore would not be justified.
- 2.6. The surveys undertaken showed the highest pedestrian movement on the upper section of Alspath Lane towards the junction with Upper Eastern Green Lane. Whilst this demand was still low and would not justify a formal (controlled) crossing facility, options to aid pedestrians in this area have been explored, including the possibility of installing a pedestrian refuge. Site inspections showed that the presence of existing residential driveways limited the scope for the installation of a refuge, and whilst it would be possible to physically install such a feature, it is unlikely to add significant value to the local community and as such is not supported.
- 2.7. Reviewing the wider area it has been noted that requests had previously been made to aid pedestrian movement on Lower Eastern Green Lane at Park Hill Primary School. Whilst a pedestrian survey previously undertaken at this location has shown that the provision of a formal pedestrian crossing is not justified, following discussions with Woodlands Ward Councillors and mindful of the upcoming works by Severn Trent Water which will see the installation of an underground storage tank which has the potential to further disrupt pedestrian movement over the coming 12 months, options to improve pedestrian access on Lower Eastern Green Lane are being actively explored and this work remains ongoing.

3. Results of consultation undertaken

- 3.1. The matters being considered as part of this report have taken place following the submission of a petition signed by residents of the local community. No further consultation has taken place to date. Proposals identified as part of the current options feasibility study will be developed in discussion with Severn Trent Water.

4. Timetable for implementing this decision

- 4.1. Subject to approval, it is proposed that a feasibility study is undertaken to determine the possibility of improving pedestrian accessibility on Lower Eastern Green Lane by Park Hill Primary School. If the feasibility study demonstrates this is possible, a detailed design will be completed by the end of February 2025. Engagement would then take place with stakeholders including Park Hill School and if a positive response received,

a scheme would be delivered as part of the 2025/26 Local Network Improvement Plan funding allocation.

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

5.1. Financial Implications

The cost of introducing a scheme would be put forward for prioritisation to be funded from the 2025/26 Local Network Improvement Plan funding allocation. A report on which will be taken in March 2025 as part of our programme and resource setting priorities. Opportunities for match funding will also be sought from Severn Trent Water to facilitate and add value to any scheme identified.

5.2. Legal Implications

There are no specific legal implications arising from this report.

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 proposals would contribute to the Plan's Vision - Working together to improve our city and the lives of those who live, work and study here"

6.2. How is risk being managed?

NA

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA?

No specific equalities impact assessment has been carried out. However, a pedestrian refuge would assist pedestrians to cross the road at this location.

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

None

6.6. Implications for partner organisations?

None

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