



# Improving Air Quality Changes to the Road Network

## Consultation Report January 2022

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## Executive Summary

- The consultation was open from November 17 until December 15, 2021
- 269 people completed the online questionnaire, 2,200 viewed the web page with 864 downloading associated documentation
- 19 people emailed the air quality inbox to request further information or give feedback
- 39 people attended a drop-in session
- Three petitions have been received relating to the proposals
- Most of the respondents to the online survey were residents that live near one of the three schemes.
  
- 80% of respondents to the survey are concerned about air quality
- 51% of respondents did not believe that the Spon End Scheme will improve air quality
- 47% of respondents did not believe that the Ring Road Junction 7 scheme will improve air quality
- 56% of respondents did not believe that the Upper Hill Street/Barras Lane scheme will improve air quality

### People told us in general:

- The proposals were moving air quality from one area to another
- There was not any evidence to back up the proposals in terms of traffic modelling
- There needs to be more done to encourage public transport and reduce car usage to improve air quality
- Need more effort to dissuade people from using cars – suggestions for new park and ride sites
- They feel we have not looked at all the options and that we have misrepresented the Government directive regarding implementation of a CAZ.
- A minority would prefer the introduction of a CAZ

### Spon End Scheme

- Concerned about the amount of traffic lights adding to the levels of pollution with cars idling
- Removal of parking will negatively impact small local businesses
- Negative impact on local historical buildings especially value of houses
- Need more traffic flow/usage information

### Ring Road Junction 7

- Concerns for safety of pedestrians with removal of subways
- Need more information/clear diagrams

- Concern over removal of parking
- Requests for more planting

#### Upper Hill Street/Barras Lane

- Concerns for pupils at St Osburgs, access to the school and increase in pollution on all sides of the school
- Need to encourage parents to use other means of dropping off/picking up especially at Bablake and the congestion caused currently
- Removal of parking spaces will inconvenience Church attendees, especially at times such as funerals

## Background

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 which following consultation in 2019 and 2020. To develop the plan, around fifty individual measures have been assessed using traffic and air quality models.

This consultation aimed to determine whether there were any elements of the schemes which could be improved to make it better for people living and/or working nearby.

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. To do this we will make changes to three areas around Holyhead Road:

**Spon End:** remove the pinch point which causes congestion at Spon End and to reduce traffic delays and queuing

**Ring Road Junction 7:** remodel Junction 7 including removing the roundabout and Moat Street car park and replace with a direct route from Spon End to the city centre

**Upper Hill Street/Barras Lane:** close the right turn from Holyhead Road to Barras Lane and remove one of the key congestion points in the city.

More detailed information of the proposals can be [found here](#).

## Methodology

### Let's Talk Coventry

A webpage was developed on the Council's Let's Talk Coventry engagement platform. The page had detailed information, plans of the proposals and an online survey.

Links to this webpage were sent out to inform the wider public of the consultation via

- Council's weekly news roundup newsletter – 5,700
- Let's Talk Coventry newsletter – 650 circulation
- Our Cycle Newsletter – 1700 circulation

The survey was open from 17 November until 15 December 2021

Three drop-in sessions were arranged in the areas where the schemes will be developed. This gave local people the opportunity to find out more about the plans or ask any questions.

Due to the COVID pandemic people had to book a slot to attend a session.

- Monday 29 November 2021 – Koco Community Resource Centre
- Wednesday 1 December 2021 – St. Osburg's Church Hall
- Monday 6 December 2021– Albany Theatre

In addition, an online meeting was advertised but this was cancelled as no-one registered to attend

- Wednesday 8 December 2021

### Street News

A four-sided Street News newsletter was produced (Appendix 1) This included the background to the schemes, some detail and CGIs of the schemes, information about the webpage and the drop-in sessions and contact details. This also included an offer to post hard copies of the plans for those that do not have access to the internet.

The Street News was delivered to approximately 6,000 residential and business properties – shown in the plan below. Delivery of these started on the first date of the consultation. We did have some reports from local people that they hadn't received one and so the external delivery company were instructed to check and deliver. This meant a delayed delivery for some residents, but still within the consultation timeframe.



## Communications

A series of social media posts were scheduled throughout the consultation period. The Council has over 65,000 followers on Twitter and its Facebook profile has over 44,000 likes. Posts were made on the Council's Twitter and Facebook pages on the following dates:

18 November a two minute video explaining about the scheme and how to get in touch was posted on Twitter and Facebook.

Details of the drop-in sessions were posted on Facebook and Twitter on 1 December and 4 December.

A news release was also issued on 18 November to local and regional media.

## Consultation Responses

For ease of reference, findings are summarised separately

- (a) Online consultation responses
- (b) Responses received by direct communication
- (c) Responses from drop-in sessions

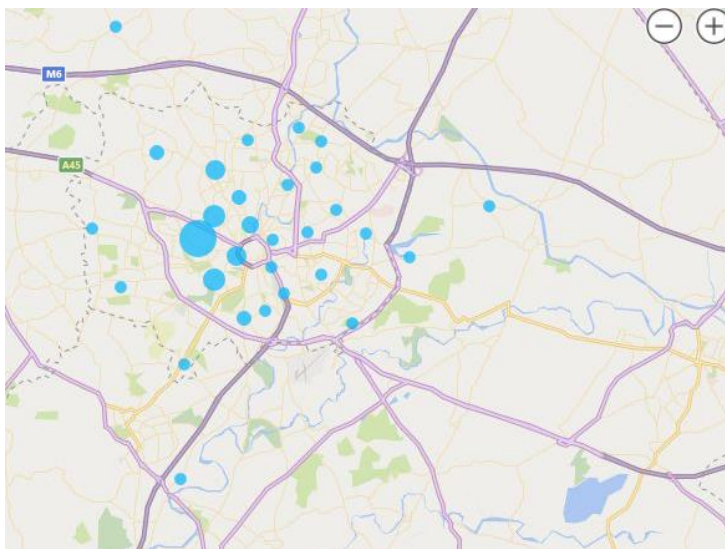
### Online Consultation Responses

We received 269 responses to the on-line questionnaire.

Activity	Number
<b>Total Visits</b>	2,900
<b>Engaged Participants</b> (Engaged in Survey)	269
<b>Informed Participants</b> (Viewed video, downloaded documents etc)	864
<b>Aware Participants</b> (Visited at least one page)	2,200

2,900 people visited the webpage, with 864 downloading at least one document and 269 choosing to complete the survey.

The map below illustrates where respondents live, the larger the dots the more responses were received from this area. The majority of responses received are from residents that live near the proposed road changes.



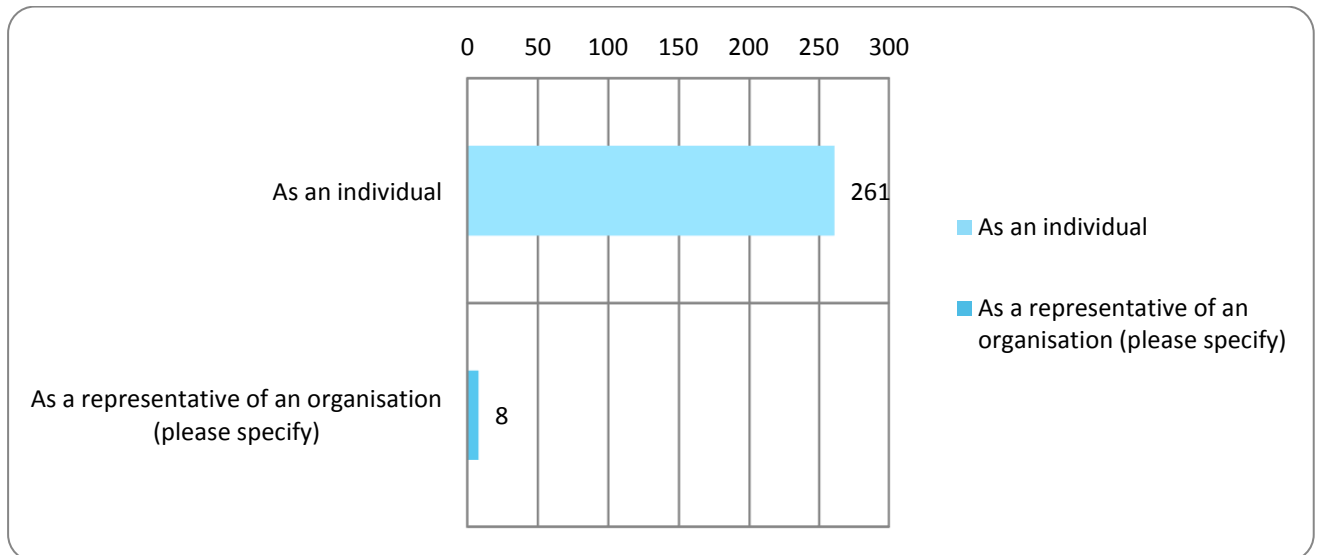
Full free-text responses are available in Appendix 2



## The Survey Questions

Q1 How are you responding to this survey:

The majority of the respondents at 97% were responding as an individual.



Those that responded as an organisation were responding on behalf of:

Builders Supply Stores

Save Our Air- Coventry (Facebook page)

Teacher and a parent of a child attending Saint Osburg's Primary School

CTC Coventry (Come Cycling with Us)

Head of Property for Roman Catholic Archdiocese of Birmingham

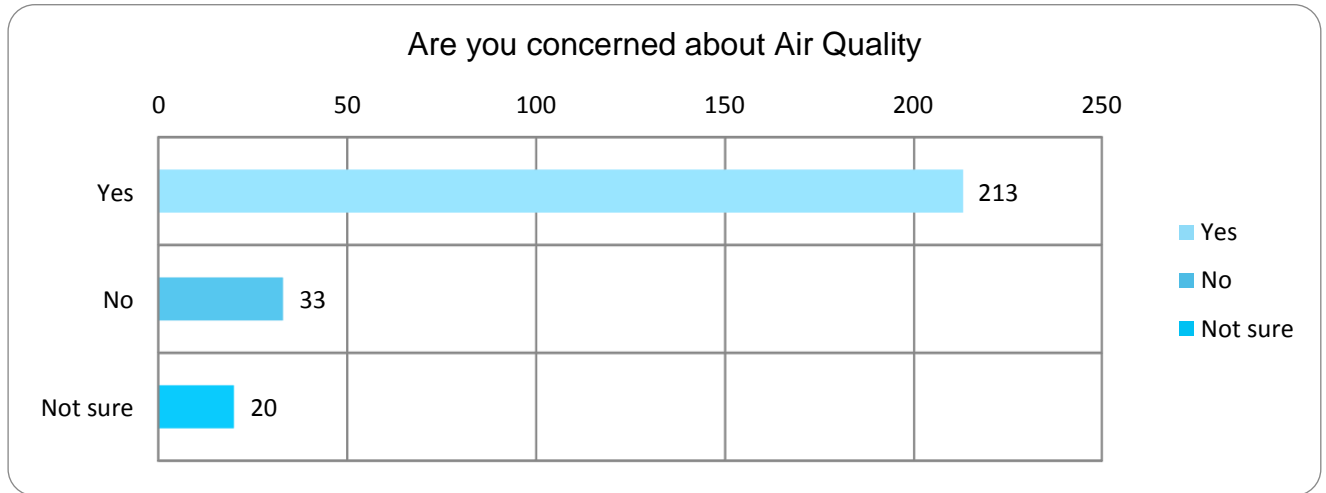
Bablake King Henry VIII School

St Osburg's Primary School

Q2 Are you concerned about air quality in Coventry?

80% of respondents stated that they were concerned

12% stating they were not concerned and a further 8% were not sure



Spon End Scheme

Q3 Remembering that we have been directed by Government to do this, are there any elements of the Spon End scheme which you think could be improved to make it better for people living and/or working nearby? Please include location details where appropriate.

Theme	Number
Against/ will not resolve issue/ increase traffic/ will move issue	63
Poor evidence for decisions/ better planning	45
Improve traffic management	42
Separate/ improved cycle lane	30
Improve Green Travel incl walking, public transport	27
Support the Scheme	14
Impact on existing buildings/heritage	15
Plant trees/plants/green space	11

A large number of comments reflected the view that the proposal was just moving the air pollution issue to another location and that there is not the evidence to support the proposals.

*Strange how it says you are "trying to improve air quality for Holyhead Road without transferring the problem to other areas in the city". When your plans are to push more traffic onto Allesley Old Road, so indeed you are transferring Holyhead Roads problems onto Allesley Old Road.*

A number of respondents pointed to the view that we have miscommunicated the Government directive.

*You have not "been directed by Government to do this" - you have been directed to improve air quality in the city. It is dishonest and misleading to suggest that with these specific changes you are carrying out Government instructions.*

The proposals for a new cycleway received a lot of positive feedback although concerns were raised about the shared pedestrian/cycle path.

*Shared pedestrian/cycle routes are recognised to be bad practice and something that would not be considered in any other European country. They create unnecessary conflict between cyclists and pedestrians. The City Council is creating a dedicated cycle route along Coundon Street/Barker Butts. Why not also along Spon End/Allesley Old Road which is much less hilly?*

Another widely held view was that there should be more emphasis on encouraging people not to drive rather than changing the road systems.

*I live near Holyhead Road and would be delighted if air quality could be improved where I live. But I am not yet convinced that widening the road in Spon End will help as much as you state. As far as I'm aware, widening schemes tend to attract more traffic, in aggregate. I'd like to see much more effort made to persuade people not to drive into the city centre, and if road charging is the best way to achieve better air quality, perhaps it's the right thing to do (in tandem with better walking, cycling and public transport).*

A number of respondents mentioned the need for the traffic light management –

*There are row after row of traffic lights there which causes stop-start traffic and poor air quality there.*

As well as the need to think about parking and the impact on business

*, removing the parking in Spon End, even with residents parking at Godiva Carpets, will destroy the small businesses in Spon End.*

The impact of the proposals on local housing was raised.

*As a resident who owns a house on this stretch of road, even if you widen the pavement, the maximum distance from my front door to the edge of the road will be 9.84ft. We already suffer from noise, vibration and exhaust particles seeping into our homes and this scheme renders our properties worthless as no one wants to buy a Grade II listed cottage with a 4 lane single carriageway less than 10ft from the front door. For anyone living in these properties, life will be unbearable.*

A suggestion made by a few respondents was for more planting to be undertaken to improve pollution.

*“Plant good quality trees and shrubs to reduce pollution and provide green space. Make sure they are the right tree/shrub in the right space with space for roots to grow, not encased in concrete or tarmac. Get a tree specialist involved. Stop choking us with tarmac & concrete”*

A small number of respondents were in favour of the proposals

*“The Spon End road improvement scheme is a thoughtful, inventive solution to the identified problem, It is well thought out, & actually addresses & solves a problem, without causing different problem.*

*For once, planners have actually come up with a great scheme.”*

Q4 Do you think the Spon End scheme will help improve air quality in Coventry?

Do you think the Spon End scheme will help improve air quality in Coventry?	
Yes	64
No	132
Not sure	63

- 25% of respondents indicated that they felt the scheme would improve air quality.
- 51% of respondents indicated that they felt the scheme would not improve air quality.
- 24% of respondents were not sure.

Q5 Do you have any other comments to make on the Spon End Scheme?

Theme	Number
Will move pollution/ will cause more issues/ will not resolve	65
Data/ evidence info	32
Improve Green Travel incl walking, public transport	28
Alternatives/ ideas	20
Safety/ health impact	20
Improve traffic management	14
Support the scheme	10
Impact on existing buildings/heritage	8
Concerns about work/disruption	5
Planting/ Greenspace/ Environment	4

Many comments received tended to reinforce comments made earlier and so the themes are very similar. Suggestions made focused on the need to look at the traffic first rather than make changes to the road structure.

*“We should be looking in detail why car uses this route (and others) Then once you have a overview of the reasons for travel you can make informed decisions rather than jjust blanket "make the road wider"”*

Respondents reiterated the view that to counteract poor air quality there is a need to change people’s driving habits.

*“It's piecemeal and does not in anyway address the poor air quality in our city, it will actually add to it. For the Council to devise such a scheme completely undermines the Council's very own strategy to tackle climate change and seriously undermines public confidence in the Council's ability to address poor air quality in our city.”*

*“It's a sticking plaster on an already massive cross city problem. Ban cars/vehicles from the city centre that don't need to be there - don't build yet more roads to bring more traffic in. People need to be re-thinking how they get*

*around and be given support and encouraged to do it in other ways. The world is in crisis and linking transport to a cross city climate change (non-existent) , housing, economic and green space strategy is vital. We need vision not more of the same old stuff which just doesn't work.“*

*“Serious consideration must be given to an EFFECTIVE Park and Ride system that remove the traffic from this side of the city”.*

Others pointed to the fact that the proposals are a waste of money in their view and that they were going to cause a lot of disruption for local people and businesses.

*“Waste of time and money could be better spent else where”... The large scale of these changes will take time to complete and during this time there will be an impact on traffic which will increase pollution in the area...*

## Ring Road Junction 7 Scheme

Q6 Remembering that we have been directed by Government to do this, are there any elements of the Ring Road Junction 7 scheme which you think could be improved to make it better for people living and/or working nearby? Please include location details where appropriate.

Theme	Number
Data/ evidence info	43
Safety/ health impact	28
Will move pollution/ will cause more issues/ will not resolve	25
Improve traffic management	21
Support the scheme	20
Subway/ pedestrian access	19
Alternatives/ ideas	19
Parking Issues	7
CAZ preferred	3

Many of the respondents felt that the data or evidence presented is inaccurate, incomplete or does not support the scheme.

*“..... you are asking for people to make suggestions based on the inadequate information above it would be nice to see a diagrammatic plan of the changes before commenting.”*

*“Again, dubious value. Congestion is only an issue at rush hour and that is getting shorter as work patterns change.”*

Many comments related to safety concerns were received, schools and faith buildings are mentioned several times, it was felt that pupils, pedestrians and cyclists would be most negatively impacted by the scheme.

*“.....As the current crossings from the top of starley Road to Hertford Place are extremely slow and dangerous to use at rush hour due to cars exiting the ring road at high speed and not stopping to allow pedestrians to cross. Cars also stop on the crossing during rush hour meaning pedestrians have to gamble on crossing as cars may decide they have right of way.”*

Other respondents felt that the proposed changes would not have the desired outcome, while some believe that it will add to pollution or cause more issues.

*“..... question how this can be achieved given that you're planning to have a lot more traffic arriving at this point. Surely this scheme will concentrate all of the pollution onto the Butts where there is a high concentration of social housing. I think traffic will be backed up to Spon end in peak times.”*

We received several comments suggesting improving traffic management with the subway referred to, some felt that removal would impede pedestrians and cause traffic to be stationary while others felt that they should be better maintained.

*“If removal of the subways means more shared space for cars and pedestrians, then NO... Why do you think it's a good idea to get rid of the subways? Have you seen how difficult it is for people crossing the roads by the station? Maybe if you maintained the subways rather than just filling them in it would be a good idea.*

*“Introducing traffic lights will increase congestion which will build up and spill onto the ring road.”*

Although most comments oppose the proposals, there were some comments that supported them.

*“This is a good idea as this junction has been bad for years.”*

*“An end result that includes more green space and allows more space for people in an area currently dominated by cars can only be a good thing.”*

While for others there are mixed feelings and suggestions for improvement. A few comments referenced parking and a few respondents expressed a desire to see the introduction of a Clean Air Zone (CAZ)

*Removing more parking from City Centre will kill it slowly*

*“If you would’ve followed the lead like Birmingham by charging congestion charges there would be no need for alteration.”*

Q7 Do you think the Ring Road Junction 7 scheme will help improve air quality in Coventry?

Do you think the Ring Road Junction 7 scheme will help improve air quality in Coventry?	
Yes	72
No	118
Not sure	61

- 29% of respondents indicated that they felt the scheme would improve air quality.
- 47% of respondents indicated that they felt the scheme would not improve air quality.
- 24% of respondents were not sure.

Q8 Do you have any other comments to make on the Ring Road Junction 7 Scheme?

Theme	Number
Will move pollution/ will cause more issues/ will not resolve	19
Data/ evidence info	16
Improve Green Travel incl walking, public transport	11
Against change	10
Improve traffic management	9
Alternatives/ ideas	7
Support the scheme	6



Planting/ Greenspace/ Environment	4
Subway/ pedestrian access	3
CAZ preferred	2

Many respondents reiterated issues, with comments indicating that the proposed scheme would not address the issues, will move the problems, or that the plans are lacking information or not supported by evidence, some suggested that improvements to green travel including public transport, safe cycling and pedestrian schemes would better address air quality issues.

*“Unless you analyse where the traffic is going to get on the ring road, you are just moving bottle-necks around.”*

*“More wasted money to push the problem around. Make getting the bus a more attractive option.”*

*“In principle a good idea but there is no clear and verifiable evidence presented that this will improve air quality.”*

*“What is the total cost of the whole of these schemes? Was any thought given to providing free buses around the city centre? For example, shuttlebus services. The Council has the ability to provide subsidy to have own devised bus routes with private providers. If the city centre is becoming so congested, why not provide free transport on our new electric buses? Instead the Council will spend millions on a tram service which will only cover a very short distance. The questions that are never posed by the Council, is this good value for money? Surely providing free electric buses travelling around the city centre would be far more effective, and the sad joke is you could do this tomorrow, instead millions of money will continue to be spent on a tram system that covers such a small distance, and will take several years to implement.”*

Again, the issue of planting and adding flora was mentioned.

*“The landscaping needs to be predominant. Find what plants which best absorb co2 for instance mosses.”*

*“Any opportunity to green up these routes should be prioritised to help create green corridors for wildlife make it more pleasant for pedestrians in what is a bit of a concrete jungle.”*

There were some comments in favour of the scheme although these were in the minority.

*“Planters, getting rid of subways and improved cycle paths and footpaths get the thumbs up from me.”*

*“..... the plans sound good and are much needed.”*

### Upper Hill Street/Barras Lane Scheme

Q9 Remembering that we have been directed by Government to do this, are there any elements of the Upper Hill Street/Barras Lane scheme which you think could be improved to make it better for people living and/or working nearby? Please include location details where appropriate.

Theme	Number
Will move pollution/ will cause more issues/ will not resolve	54
Safety/ health impact	36
Infrastructure change/ improvement	25
School/ church negatively impacted	22
Parking Issues	19
Data/ evidence info	16
Improve Green Travel incl walking, public transport	14
Against change	12
Support the scheme	10
Planting/ Greenspace/ Environment	7
CAZ preferred	2
Concerns about work/disruption	2

Out of the three proposals this proposal received the least support.

*“Of all of the schemes this is the most hair brained. This road not only has a busy primary school on it but also a well used church. This will create a dangerous area*

Major concerns around health and safety were raised, especially in relation to the local schools and church. The commonly held view is that this proposal will increase pollution considerably around St Osburgs schools and the removal of parking will exacerbate this situation.

*Ridiculous to re route one of the busiest roads in Coventry directly passed a school and church. Where are funeral cars to park and how are they going to affect the busy road when a funeral is taking place? School children? Are they not a concern for you?*

*“This will be disastrous to the school and have a massive impact on the environment of the school. Pollution will just be diverted to the front of the school buildings where there are no trees and shrubs to act as a barrier and is where the children spend the majority of their time outside, particularly during the winter months. Additionally to this the parking for the school and church has not been taken into consideration at all. There will be no where for the parents to park to drop of the children on what will be a very busy road. Parking for the church will also be affected with no where for church goers to park- many of these will be elderly. The parking the church does have is not sufficient for the numbers that attend the church particularly for occasions such as funerals.*

*Ofsted stated that the school was ‘an oasis’ in a busy area and instead these plans will result in the school being smack bang in the middle of essentially a huge roundabout. Not safe for the children in anyway.”*

A comment that reflects a lot of people’s views on this particular proposal:

*“I don’t think it’s appropriate or safe to have a road from the ring road coming off right next to a school and even more so, the playground which is next to the road. The crossing that is proposed isn’t suffice nor is a 20 mile an hour speed limit. There is already a severe parking issue in the area as well as potential plans to build more flats. Children and families getting to and from the school are going to have to dance around traffic- it is an utterly ridiculous proposal and I’m not entirely sure how it has got this far? On top of that, it is simply moving traffic and therefore pollution, not getting rid of it.”*

A number of respondents referred to the new housing planned near Abbots Lane and that this will also add to the already heavy usage of the local roads.

*In information on the Council's website it mentions about the Abbots Lane development being approved for 100 new homes and yet planning permission is being applied for currently for 700 homes on the same site. If the Council*

*approve plans for 700 homes on this site then it is totally against what the Council is trying to achieve with regards to reducing pollution.*

An alternative suggestion was made to revisit previous schemes.

*The previous scheme involving closure of the Coundon Road level crossing is understood to be a better technical solution and will improve road safety. It is understood there was significant objection to this proposal, restricting choices of routes for vehicles - pre Covid 19. However, alternative schemes have the potential to increase the risk of accidents for vehicles, cyclists and pedestrians. With changing life styles accelerated by the Covid-19 epidemic it may well be that objections to the Coundon Road level crossing closure are much reduced with residents considering the benefits of low volume traffic in the area, enhancing the environment when they may well be home working and less concerned about commuting/travelling within the city.*

Additionally, respondents reiterated the need for better management of schools drop off and pickups

*During the mornings and early evenings, a large amount of traffic is generated by the 'school run', a lot of it from the Bablake school. Parents should be encouraged to find more environmentally friendly ways of getting their children to school. The school does not have a 'catchment area' and should use some form of Park & Ride scheme from an out of town car park. Taking children to any school by car should be discouraged and possibly legislated against.*

Whilst several respondents welcomed the introductions of cycleways some felt that they would cause more disruption especially in the vicinity of the schools.

*The cycleway that has already been completed has made the area more dangerous for pedestrians and drivers.*

*The cycle lane along Coundon Road is causing massive issues with stalled traffic - there is not enough room. Thats whats causing any air quality issues.*

Q10 Do you think the Upper Hill Street/Barras Lane scheme will help improve air quality in Coventry?

Do you think the Upper Hill Street/Barras Lane scheme will help improve air quality in Coventry?	
Yes	58
No	144
Not sure	58

- 22% of respondents indicated that they felt the scheme would improve air quality.

- 56% of respondents indicated that they felt the scheme would not improve air quality.
- 22% of respondents were not sure.

Q11 Do you have any other comments to make on the Upper Hill Street/Barras Lane Scheme?

Theme	Number
Will move pollution/ will cause more issues/ will not resolve	25
Safety/ health impact	23
negative comment not otherwise noted	20
Data/ evidence info	18
Alternatives/ ideas	12
Big picture/ tie in with other decisions/ learn from past	11
Parking Issues	8
Impact on existing buildings/heritage	6
Improve/ change infrastructure	5
Support the scheme	4

Again, respondents chose to reinforce comments that had been made previously.

*Narrowing Holyhead Road when it's a main arterial route seems mad. Also loss of significant parking that is used daily. More greenery is good but this scheme also needs to be consider in conjunction with the redevelopment of the former gas offices, LTI taxis, alvis retail park etc and the impact this will have on traffic volumes*

Similarly, respondents think there should be more encouragement for active travel

*Don't do it, spend the money on active travel and public transport.*

*Improving capacity ( if that's what the scheme does) just brings more traffic on to the roads and it certainly shouldn't be directed straight into the city centre.*

Some feel that the introduction of a CAZ would be preferable to the proposals outlined.

*"Awful idea. The congestion charge would be better and make a difference to the whole city not just one road.  
Children's lives are in danger with this scheme. "*

It was also pointed out that St Osburgs serves the whole of Coventry.

*St Osburg's church is the catholic 'mother church' for Coventry; it is not just a local church but serves both the parish and the rest of Coventry for weekday mass (12.15pm)*

Running through the whole consultation there are a small number of respondents that are in favour of the proposals.

*Really good proposal for this junction...Big fan of this. The concern is how traffic will queue to get into bablake.*

Q12 Is there anything else you want to tell us about air quality in Coventry?

Theme	Number
Data/ evidence info	17
Safety/ health impact	10
Will move pollution/ will cause more issues/ will not resolve	10
Alternatives/ ideas	7
Impact on existing buildings/heritage	6
Improve/ change infrastructure	5
Stop people driving/promote cycling	2
Support the scheme	1

A number of respondents made the point that the proposals will just move pollution from one area to another

*These schemes rearrange the deck chairs on the Titanic and actually increase air pollution during the construction phase. Moving pollution from one area to another does nothing except waste money. Worse it wastes an opportunity to reduce the amount of pollution by converting more vehicles more quickly to electric.*

*Question: How much CO2 will be created unnecessarily during construction?*

Suggestions were made on altering road design and to invest in provision of electric vehicle both personal and public transport.

*need to create a outer ring road by joining the a444 by the arena shopping park to the a45 near pickford green coventry must be the only city without a outer ring road.then inside the ring road could be given up to housing.*

- 1.Remove access by car completely except for disabled access and delivery vehicles and make everyone use park and ride or public transport.*
- 2. Make all public transport- including taxis and hire car electric only.*
- 3. invest in an electric tram system*
- 4. Consider making all major routes into and out of the city red routes with improved signalling to keep traffic moving at peak times.*

A number of respondents felt that the proposals would help improve the air quality issues Coventry face.

*Yes, This is the sort of thoughtful solution to air pollution caused by vehicles, & we need the same sort of inventive solutions in other areas, like Ball Hill, & Foleshill, The cause of this airborne pollution from vehicles is stopping & starting, driving slowly , in jams, & people street parking, & pedestrians randomly crossing roads. these areas would benefit from clearer , wider roads to improve traffic flow.*

*Generally agree with the ideas, not so much the implementation of so many traffic lights, better to go with roundabouts and shared spaces, keep the traffic flowing rather than waiting at lights. Or if there must be lights make them rush hour only. Nothing worse than waiting at traffic lights when there is barely any traffic just because the junctions have been designed badly to make them necessary from a safety perspective.*

Whilst a number of respondents felt that the solution would be the introduction of a Clean Air Zone (CAZ)

*I would love to see a clean air zone in Coventry. As the same with Birmingham and Portsmouth this is a much needed scheme to force businesses to upgrade vehicles, the old black Hackney cabs that operate in*

*Coventry banned from London due to their CAZ are some of the most noticeable offenders! Grants and government support to local businesses and residents causing the worst pollution and enforce via a CAZ.*

*Coventry will always be behind other cities in the UK because of the lack of clear, bold decisions that need to be taken for the longer term good. Charge people and see the reduction you want. Instead, we would rather spend millions on a scheme that has no guarantee it will reduce pollution, arguably provides further infrastructure for the vehicular pollution that is already a problem and remove buildings based upon arbitrary decisions.*

Although on the other hand

*I'm completely against the introduction of fees to drive in Coventry. It's not the answer. Improving cycling and pedestrian access, removing traffic pinch points are all sensible ideas. Support moving to greener modes of transport, whether foot, cycle or transitioning to hybrid vehicles over time is to be encouraged. Banning or imposing an additional tax on certain types of domestic car would be wrong, hitting the wrong people too hard.*

Several respondents suggested that there needs to be more consultation on this issue

*You need to employ behaviour change experts, who understand people's psychology. Do a proper consultation. Teach people about the risks to their family and friends from air pollution, and help them understand why they need to change their behaviour. A 'command and control' style of consultation like this, will not help improve air quality. Talk to people. Ask them what the issues are. Otherwise things will never change.*

*You need proper consultation with local residents who know the area so much better than you do. This is not a proper consultation - it does not take into account the views of anyone who does not have access to the internet, the children who have no voice here, and many disabled people living in the area.*

A few respondents pointed to concerns about this consultation:

*It is unfortunate that City Council surveys of this sort always contain loaded and biased phrases. In this case: "Remembering that we have been directed by Government to do this". You have not been directed by Government to implement these specific schemes. You have been directed by the Government to improve air quality. You have a choice about how you do this. There is no evidence presented that these measures will improve air quality*

*Perhaps the council, if it really wants to look at air quality improvements, such do something that is sustainable and worthwhile in the longer term, rather than something dictated to them by the government. A lot has been made of the charge and how appalling it will be to the residents of Coventry and this*



*used as a strong arm tactic to get residents to agree to the council's proposals.*

*The case has not been made by the information supplied. There is a lack of independent data to show that the approach proposed will work. There should be a genuinely independent review of these proposals by experts.*

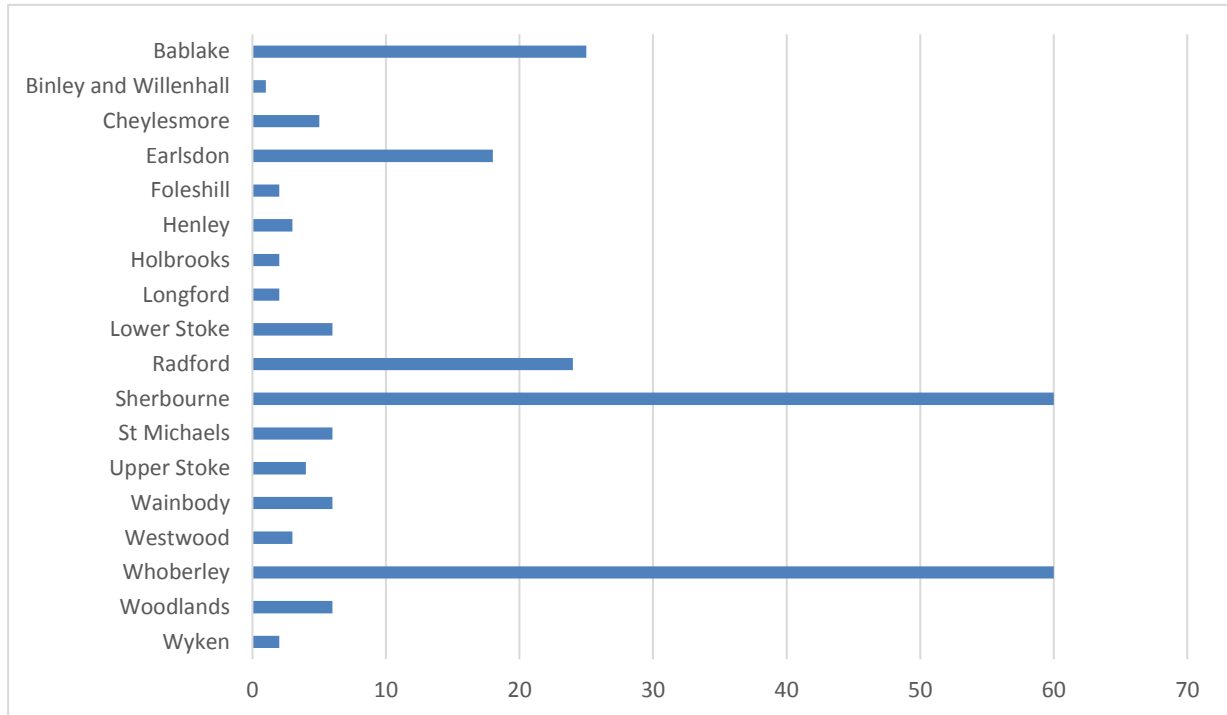
Throughout the consultation a widely held view concerns the need to reduce traffic and improve access to better quality forms of public transport.

*To improve air quality in Coventry the council need to look at reducing the number of vehicles on the roads. This can be done by improving public transport and encouraging its use., encouraging other forms of transport such as cycling and walking and encourage businesses to promote working from home (not always possible but is already happening more due to Covid), flexible working hours and car sharing. Building student blocks and allowing so many HMO's and then building on the fields surrounding Coventry does not help the air quality, it simply encourages a higher population which leads to increased traffic and increased pollution.*

## Respondent Demographics

### Q9 What is your postcode?

235 respondents gave postcode information which can be mapped against wards.



As the above graph shows, most of the respondents are from around the areas nearest the proposed changes with Sherbourne and Whoberley residents having the highest number of respondents followed by Radford and Bablake residents.

### Q10 How would you describe your ethnic background?

254 answered this question

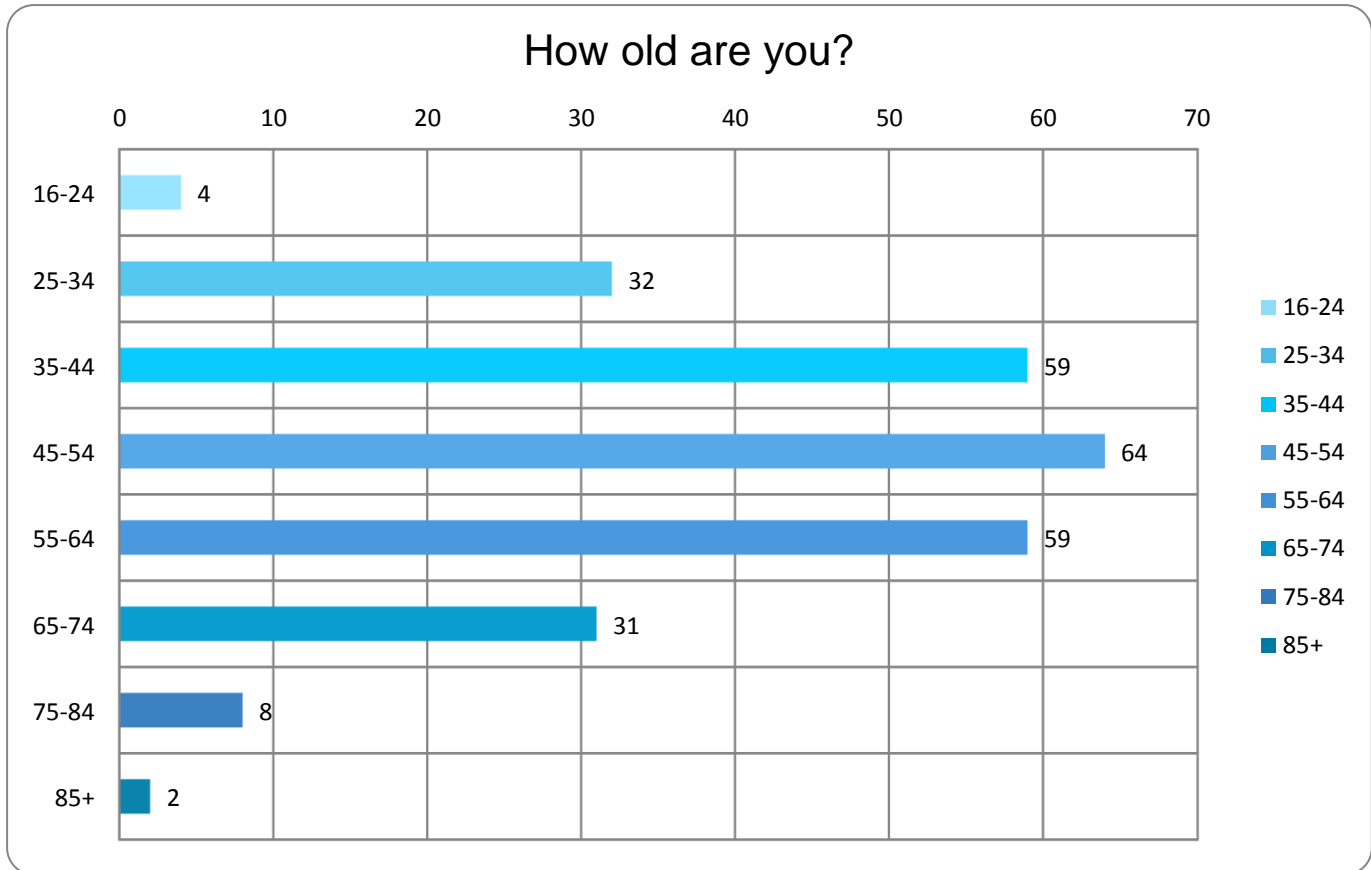
The majority of respondents at 83% were from a White British background.

How would you best describe your ethnicity?	
White - English/Welsh/Scottish/Northern Irish/British	210
White - Irish	11
White - Other	15
Mixed - Other	1
Asian/ Asian British - Indian	4
Asian/ Asian British - Pakistani	1
Asian/ Asian British - Chinese	1
Asian/ Asian British - Other	1
Black/ Black British - African	1
Other	9

### Q11 How old are you?

259 responded to this question.

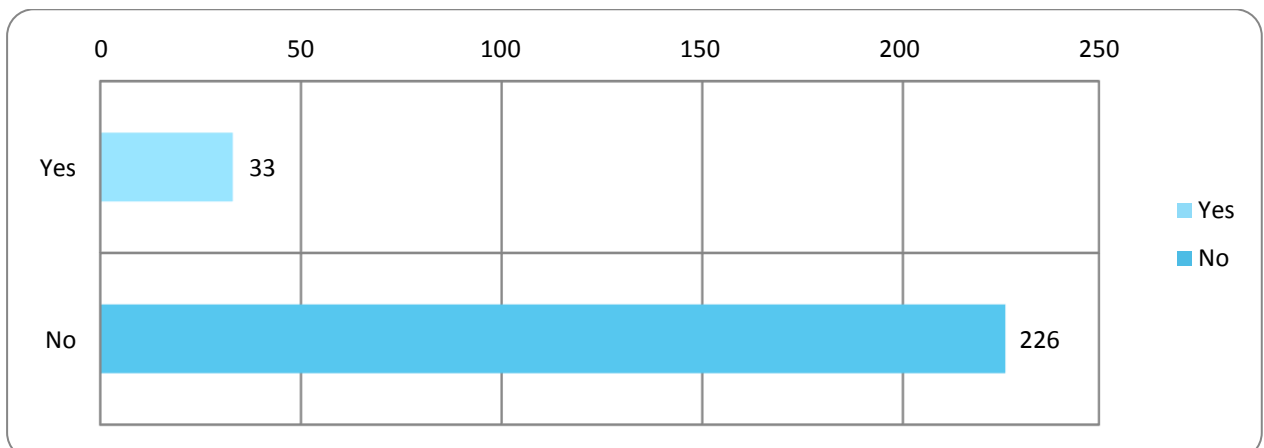
The respondents were fairly well split over all the age categories.



### Q12 Do you consider yourself to be a disabled person?

259 respondents answered this question.

13% of the respondents considered themselves to be disabled.



## Responses received by direct communication

Further responses were received relating to this consultation through direct communication on email. In total, 19 respondents sent comments. These comments are based on overall opinion of the proposals set out, and not formed as answers to set questions provided in the online survey.

### Emails received from:

12 Coventry residents
Ancient Monument Society
Birmingham Diocese
CARTA
Coventry CTC Cycling Group
St Osburgs Catholic Primary School
TUC

The emails aligned with one or more of the themes below. The themes and concerns raised reflected those responding to the online survey.

### Themes

Theme	Number
Data/ evidence info	15
Safety/ health impact	11
Will move pollution/ will cause more issues/ will not resolve	11
Alternatives/ ideas	8
Impact on existing buildings/heritage	6
Improve/ change infrastructure	6
Stop people driving/promote cycling	4
Support the Scheme	1

Many of the respondents felt that they have not been shown appropriate information to support the introduction of the proposals and that some of the data that has been shown is out of date and does not reflect the current usage of the roads in question.

*“To clarify - could you please show me all of the modelling and the conclusions that have been drawn, both in terms of Spon End, and also the Holyhead Rd.”*

*“You have no up to date data for 2021 and yet you can forecast it will be within the limit for Spon End! “*

*“I have had a look at the plans and simply cannot see how they will work. They appear to be artists' impressions rather than scale diagrams. I note that they fail to include pictures of additional HGVs and cars on the roads.”*

One respondent felt that we have not looked at all alternatives.

*“The government instruction is to reduce air pollution and improve air quality. There are many alternatives to doing that, some of which we have mentioned earlier, without using the Damocles sword of a congestion charge.”*

Again, many of the responses focused on the impact of the proposals on St Osburgs and the health risk for the children

*“St. Osburg's Primary School will become a traffic island surrounded by polluting vehicles with health consequences for the children. Will the pupils' health, especially lung and blood problems from traffic fumes, be constantly measured before and after the rearrangements of the road system?.”*

*“Rather than solving problems, we believe that you will be creating a horrendous problem for local residents in the area and for pupils at the schools.”*

Another safety issue raised was the shared pedestrian/cycleway

*“I am very unhappy about cyclists and pedestrians sharing the footpath. These areas should be clearly segregated. As a pedestrian I am utterly sick of having to move out of the way of inconsiderate cyclists illegally riding on pavements which presents a danger to vulnerable pedestrians (disabled people, young children) so any space needs to be clearly defined for both sets of users.”*

Respondents are worried that the proposals will result in moving high levels of pollution from one area to another.

*“Shifting the traffic flow from the Holyhead Road to Spon End does not solve the air quality problem but merely redistributes it to other areas.”*

*“We believe that there are serious concerns regarding what is being proposed which will have a detrimental impact on traffic in the area, leading to a deterioration, not improvement to local air quality.”*

*“Whilst I understand the air quality is poor at the neighbouring junction, the proposal to open lower Hill Street to two way traffic may merely move the*

*issue from one side of school to the other.”*

Park and rides were suggested

*“Have a substantial Park and Ride service so that car users do not need to drive into the City Centre”... “ Would it not be more sensible to build car parks, and 'park and rides', around the edges of the city and use electric buses to bring people in for work, leisure and shopping? For example, at someplace in the city's north-west to reduce the traffic inbound from Meriden and Birmingham.”*

Opening up Coundon Railway Station

*“Another way of taking private car use out of the Coundon Road/Holyhead Road area would be by reinstating the train station near Bablake school, which in addition to general use could reduce the number of parents dropping off and picking up students at the school.”*

A number of respondents spoke about the impact on existing buildings:

*Conservation requirements relating to the cottages on the north side of the road, east of the railway arches, which are grade 2 listed and date back centuries, in some cases to the 1500s. These are believed to be the oldest residential buildings in the city still in their original location... the increased traffic volumes adversely impact these properties physically”*

Other suggestions were to enter into discussions with the local schools especially Bablake to see how everyone can work together to improve traffic congestion associated with drop off and pickup times.

*“Work with Bablake and parents to look at a better use of public transport to take pupils to school.”*

## Responses Received via Drop-in Sessions

Three sessions were held:

- Monday 29 November 2021 – Koco Community Resource Centre
- Wednesday 1 December 2021 – St. Osburg’s Church Hall
- Monday 6 December 2021– Albany Theatre

39 people attended the three drop-in sessions. These were arranged according to Covid guidance and slots had to be pre-booked with sufficient time allowed between allocated times.

The majority of comments received were about specific aspects of the proposals. In summary issues were raised and questions asked regarding:

- Amount of traffic modelling undertaken
- Speed of traffic
- New signaling
- Specific queries on aspects of the proposals
- Cycle way specific questions/impact on pedestrians and traffic flow
- Historic buildings and work to ensure they are not affected
- Impact on house prices
- Loss of customer parking and impact on deliveries
- Air quality monitoring effectiveness
- Fears on impact of school children
- Impact on schools/church
- Issues with Street News delivery
- Introduction of a CAZ

## Petitions

Save Upper Hill Street – 950 responses closed 16/12/21

Traffic Calming Measures on Allesley Old Road and Prince of Wales Road – 375 online responses as of 27/01/22 – closing date 31/01/22

Further improve road safety on Allesley Old Rd and roads nearby, and oppose Government Plans for a Charging Zone in Coventry – 152 online responses as of 27/02/22 – closing date 08/02/22