STATEMENT OF REASONS
for
City of Coventry (Lockhurst Lane & Foleshill Road) (Bus Lane Revocation)
2017

In Coventry over the last 15 years there has been a 20% increase in traffic on the City’s road network. This is reported by the Department for Transport on a quarterly and annual basis. In a recent report in the Sunday Times, traffic information company Inrix analysed congestion over the four-year period in 18 urban areas, whilst London was reported as having the worst levels of congestion, Coventry was reported as having one of the fastest rising levels of congestion due to population and economic growth.

A further concern associated with high levels of traffic and congestion is the impact this has on air quality. The Environment Act 1995 made local authorities responsible for assessing air quality in their areas. If air quality in any area of the city was not good enough, the authority must declare an air quality management area (AQMA) and prepare an Action Plan to improve the air quality. In 2009 the whole of Coventry was declared as an AQMA because of its high levels of nitrogen dioxide (NO2) and therefore the authority was required to produce an Action Plan to tackle emissions generated by traffic as the main contributor to poor air quality.

The Traffic Management Act 2004 requires the Council to secure the expeditious movement of traffic on the authority’s road network. In the face of increasing congestion and air quality issues the Council is proposing to review the operation of all of its bus lanes to effectively fulfil its statutory duties under this Act.

As part of the review discussions have taken place with Transport for West Midlands and representatives from the bus operators and it is proposed to revoke the Bus Lanes on Lockhurst Lane & Foleshill Road, apart from the section on Foleshill Road (outbound) located between a point 40 metres north of its junction with Ringway St. Nicholas to a point 21 metres north of its junction with Harnall Lane West.

The current experimental revocation of the bus lane on Foleshill Road, inbound between its junctions with King Georges Avenue and a point 80 metres south of its junction with St Lawrence’s Road and outbound between its junction with Lythalls Lane and a point 25 metres north of its junction with Old Church Road, will remain in effect to trial the effects on traffic management and will remain as an experimental revocation until a decision is made whether to make the proposal permanent or not.

EFFECT

1. This Statement of Reasons relates to the making of the following Traffic Regulation Order:-

City of Coventry (Lockhurst Lane & Foleshill Road) (Bus Lane Revocation) Order 2017
The general effect of these proposals will be to remove the bus lanes located on Lockhurst Lane and Foleshill Road in the following locations:

Nearside lane (inbound carriageway) of Lockhurst Lane from its junction with Gressingham Grove to its junction with Foleshill Road

The nearside lane of the north western (outbound) carriageway of Foleshill Road from its junction with Matlock Road to its junction with Courtaulds Way link road

The nearside lane of Foleshill Road (inbound carriageway) from its junction with Brooklyn Road to its junction with George Elliot Road

The nearside lane of Foleshill Road (inbound carriageway) from its junction with Eagle Street to a point 80 metres north west of its junction with Ringway St Nicholas

The nearside lane of the south eastern carriageway of Foleshill Road (inbound carriageway) from a point 49 metres north east of its junction with Broad Street to a point 150 metres south of its junction with Lockhurst Lane.

2. The Director, Transportation and Highways, has delegated powers to approve the publishing of all proposed Road Traffic Regulation Orders.

REASONS

3. When considering whether to make a traffic order the Council is under a duty pursuant to S.122 Road Traffic Regulation Act 1984 (as amended), to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to the matters specified in S.122 (2). It is considered that the proposals will assist with the movement of traffic.

Furthermore; it is considered that the proposals will affect the matters specified in S.122 (2) as follows:

(a) the desirability of securing and maintaining reasonable access to premises;

Reasonable access to premises will be maintained, as the proposals do not make any changes that effect existing access arrangements

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles

The proposal should assist overall traffic movement, including buses.

The expeditious, convenient and safe movement of vehicular traffic will be assisted with improved traffic management arrangements.
4. The proposed traffic order is to be implemented in accordance with Sections 1 (1), Road Traffic Regulation Act 1984 (as amended) as it appears to the Authority that it is expedient to make them –

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

5. The proposed changes and the authority’s reasons are as follows:

Lockhurst Lane & Foleshill Road Bus Lane Revocation on

(i)  Nearside lane (inbound carriageway) of Lockhurst Lane from its junction with Gressingham Grove to its junction with Foleshill Road

(ii) The nearside lane of the north western (outbound) carriageway of Foleshill Road from its junction with Matlock Road to its junction with Courtaulds Way link road

(iii) The nearside lane of Foleshill Road (inbound carriageway) from its junction with Brooklyn Road to its junction with George Elliot Road

(iv) The nearside lane of Foleshill Road (inbound carriageway) from its junction with Eagle Street to a point 80 metres north west of its junction with Ringway St Nicholas

(v) The nearside lane of the south eastern carriageway of Foleshill Road (inbound carriageway) from a point 49 metres north east of its junction with Broad Street to a point 150 metres south of its junction with Lockhurst Lane.

The revocation of the order will remove the sections of bus lane as detailed above. This should improve traffic flows.

Order to be revoked:

**City of Coventry (Various Roads) (Bus Lane) Order 2015** in so far as it relates to the extent of bus lanes on Lockhurst Lane & Foleshill Road, detailed in 5 (i) –(v) above.