



Information Governance

Postal Address:
Coventry City Council
PO BOX 15
Council House
Coventry
CV1 5RR

1 June 2017

Please contact Information Governance
Direct line 024 7683 3323
infogov@coventry.gov.uk

Dear Sir/Madam

Freedom of Information Act 2000 (FOIA)
Request ID: REQ02663

Thank you for your request for information relating to car parking machines.

INITIAL PROPOSALS

1. On what date were council officers first approached, in order to discuss the possibility of bus lane removal in Coventry?

9th May 2016.

2. What was the initial response from officers?

Officers would investigate.

STUDY TRIP TO LIVERPOOL

3. Please detail the extent of the study trip to Liverpool to investigate the impacts of bus lane removal in that city – how many people went in total, what were their positions, what date and time did they go to Liverpool, and how long in total did they spend in the city?

5 people went on the visit on the 8.50am train to Liverpool for the day. These were:

Councillor Welsh - Deputy Cabinet Member for Jobs and Regeneration
Councillor Innes - Cabinet Member for City Services
Councillor Lakha - Deputy Cabinet Member for City Services
Karen Seager - Head of Traffic and Network Management

Colin Knight - Director Transportation and Highways

4. In terms of understanding the detailed impact of bus lane removal in Liverpool – how many members of the study trip party took bus trips in the city, on what routes and for how long? How many members of the party hired a bicycle for the trip?

The visit was to Liverpool Council House. No bus trips were taken and no bicycles were hired.

5. Were any other cities considered for a study trip, as a control?

No.

6. What data was requested and received from Liverpool City Council, in terms of the overall general impact on traffic flows, and air quality, and then in terms of the specific impact on modal share, including mode share data for bus usage and cycling?

I can confirm that we hold this information. Liverpool provided a copy of their reports which are in the public domain. The link below is a link to their consultant's report on the bus lane suspension and is accessible to you via –

<http://councillors.liverpool.gov.uk/documents/s140386/Appendix%203%20-%20Mott%20McDonald%20Bus%20Lane%20Review%20Documents.pdf>

We therefore do not have to provide the information as per Section 21 of the FOIA.

BEST PRACTICE

7. Please provide a list of cities which council officers regard as being exemplars for best practice in terms of providing for each mode.

The Council does not have a list of cities which council officers regard as being exemplars for best practice in terms of providing for each mode.

8. Which peer reviewed studies in any transport journal did the council consider before embarking on bus lane removal?

The Council did not consider any peer reviewed studies in any transport journal.

9. Are highways officers aware of, and do they have policies to deal with, traffic evaporation, and by extension, induced demand?

Highway officers are aware of generated traffic and induced travel. Coventry City Council has transport related policies, but does not have a 'generated traffic and induced travel' titled policy.

SELECTION FOR BUS LANE TRIAL

10. How were the first batch of bus lanes selected for the trial process?

I can confirm that we hold this information and it is accessible to you by accessing the cabinet report below via:

<http://democraticservices.coventry.gov.uk/documents/s31885/Bus%20Lane%20Review.pdf>

We therefore do not have to provide the information as per Section 21 of the FOIA.

11. For the first two available months, please provide all data.

Transport for West Midlands (TfWM) are collecting the bus journey time data and Coventry City Council are collecting all other vehicles data (through Inrix) on the Phase 1 routes currently in the trial. The journey time data collection started from March 2017 and currently the first set of raw data is being collated, reviewed, checked and summarised. The data will be available in due course.

12. How will the overall effectiveness of each bus lane, or each bus lane removal trial be evaluated?

Transport for West Midlands (TfWM) are collecting the bus journey time data and Coventry City Council are collecting all other vehicles data (through Inrix) on the Phase 1 routes. The permanent suspension of any route within the phase 1 trial suspension will be based on evidence through the journey time data.

13. How does the council value each road user's time?

I can confirm that we do not hold this information and are advising you as per Section 1(1) of the Act. The Council does not collect this information.

14. How will the council use control data to show that the impacts of bus lane removal on any one corridor can be determined to be due to the bus lane removal, and not to other factors?

Other factors are being considered by both the City Council and TfWM ie: road works, incidents, diverted traffic etc.

15. How will air quality be measured, within the trial areas and elsewhere?

Currently there are no air quality monitors in the phase 1 selected routes, however, Coventry City Council is hopeful that the journey time data collected will inform the Council if there is a negative or positive benefit from the air quality perspective.

MAKING BETTER USE OF BUS LANES OF BUSES AND BUS LANES

16. What measures was the council implementing, in conjunction with TfWM, in order to improve bus user customer service?

In January and February 2017, as part of this project, mitigation measures have been introduced in the phase 1 bus lane trial suspension project. SVD (selected vehicle detection) cards at all the traffic signal junctions to assist and improve bus journey time.

17. How does the council equate its commitment in the local plan 2016 to increase bus modal share, whilst at the same time removing bus lanes?

The Cabinet report identified the following links to the Council's core aims:

This scheme contributes to the Council's core aims of:

A prosperous Coventry, by adding more capacity to its transport network and therefore enabling more growth to take place and businesses to improve efficiency.
Making places and services easily accessible, by improving the efficiency of the transport network for multiple modes of transport.

Improving the environment and tackling climate change, by reducing the overall amount of delay on the transport network. The trial suspension of bus lanes should lead to an improvement in traffic flows and relieve congestion along some of the city's key transport routes. A reduction in congestion levels, and the free flow of traffic on the City's highway network, can only have a positive impact on air quality.

EQUALITY IMPACT

18. What advice did the council seek, in terms of the Equality Act 2010?

The project scope has been discussed with Public Health colleagues.

19. Specifically, what consideration was given to the impact on vulnerable road users, and in particular on cyclists who may have any of the protected characteristics of age (young and old), gender or disability?

During the trial period a steering group has been set up which is chaired by the Cabinet Member for City Services and due to meet in June. There are representatives on the group from the bus operators, cyclists and motorcyclists who will be able to share their views in to the trial phase.

20. Prior to the decision, how many meetings took place between the council and any groups representing cyclists and/or disabled users? How many such meetings were requested?

As this is a trial suspension and not a permanent suspension of bus lanes. A trial is being undertaken to measure and understand the impact of the suspension of any bus lanes. There is a steering group meeting arranged in June 2017 where a cyclists' representative, a taxi drivers' representative and bus companies will be attending and discussing this project.

BALANCING THE NEEDS

21. The council's official press release for bus lane removal stated that this trial would "balance the needs" of different transport users. Please state what the council means by this phrase.

The trial will hopefully demonstrate that places and services will be more accessible, by improving the efficiency of the transport network for multiple modes of transport.

22. For the last available year, what record does the council have of the number of drivers abusing bus gates, and the number actually fined?

There were 52,333 PCN notices issued in 2016/17 financial year.

23. Please give an example of a city which the council views as having succeeded in "balancing the needs" of all users.

The Council does not have such an example of a city.

24. In respect of Foleshill Road and Stoney Stanton Road, how has the council considered making through motor traffic use the A444 instead?

The Council did not consider making motor traffic use the A444 instead.

25. Given the significance of the bus lane removal programme, what legal advice did the council seek in respect of the entire outcome decision being delegated to one council officer?

The recommendations in the cabinet report (weblink provided in question 10) were discussed, consulted on and agreed with the Council's legal team.

Should you wish to make any further requests for information, you may find what you are looking for is already published on the [Council's web site](#) and in particular its [FOI/EIR Disclosure log](#), [Council's Publication Scheme](#), [Open Data](#) and [Facts about Coventry](#).

If you are unhappy with the handling of your request, you can ask us to review our response. Requests for reviews should be submitted within 40 days of the date of receipt of our response to your original request – email: infogov@coventry.gov.uk

Yours faithfully

Information Governance