

## **STATEMENT OF REASONS** **for**

### **Traffic Regulation Orders & Notice of Intents for the Coundon Cycleway** proposed in addition to the designation of highway to create a cycle track

The Coundon Cycleway is a proposed 2.75km long segregated cycleway connecting the City Centre with Coundon Green. It is part of the Local Air Quality Action Plan (LAQAP) approved by Cabinet on 21<sup>st</sup> July 2020.

The LAQAP is a package of measures that the Government has directed the Council to implement in order to comply with the legal obligation to ensure air quality compliance (specifically nitrogen dioxide levels) in the shortest possible time.

Public Health England recommends addressing air pollution by providing good quality infrastructure to encourage people to walk and cycle rather than drive. This can mean reallocation of road space to support walking and cycling and restricting vehicle access. The aim of the Coundon Cycleway is to encourage people to make local journeys by bike, rather than by car through the Holyhead Road corridor

The cycleway will provide a physically separated space within the highway protected from motor traffic and away from pedestrians. It will be safe, coherent, direct, comfortable and attractive, which are the core design principles for high quality cycling infrastructure required to encourage people to switch modes and cycle for some journeys.

On the 7<sup>th</sup> September 2020 the Cabinet Member for City Services considered the consultation responses to the proposed cycleway scheme, together with a petition for, and a petition against, the scheme. It was approved to install the Coundon Cycleway, which will be implemented under sections 65 (1), 65 (2) and 66 of the Highways Act 1980 (as amended) and to advertise any Traffic Regulation Orders (TRO) to enhance the safety of users of the highway and particularly the cycle track.

In addition to the proposed TROs, other features (raised tables and controlled crossings) are proposed which require a Notice of Intent.

The Director for Transportation & Highways has delegated powers to approve the publishing of Traffic Regulation Orders and Notices of Intent

### **EFFECT**

1. This Statement of Reasons relates to the making of the following Road Traffic Regulation Orders and Notice of Intents. It also includes details of the proposed extent of the designation of the highway to segregated and unsegregated cycle track:-

- **City of Coventry (Browett Road) (No Entry) Order 2020**
- **City of Coventry (Hollyfast Road) (No Entry) Order 2020**
- **City of Coventry (Pake's Croft) (Prohibition of Driving) Order 2020**

- **City of Coventry (Duncroft Avenue & Norman Place Road) (One Way) Order 2020**
- **Proposed Installation of Controlled Crossings - Coundon Cycleway**
- **Proposed Road Humps (Raised Tables) - Coundon Cycleway**

The general effect of these proposals will be to:

- i. Prevent vehicles (except pedal cycles) from entering Browett Road from Barkers Butts Lane
- ii. Prevent vehicles (except pedal cycles) from entering Hollyfast Road (the section between its junctions with Westhill Road and Scots Lane) from the junction of Westhill Road and Hollyfast Road.
- iii. Prevent vehicles (except pedal cycles) being ridden or driven in any direction, in the length of Pake's Croft from its junction with Barkers Butts Lane to a point 6 metres south west of its junction with Barkers Butts Lane.
- iv. Create a one way section of road at the western end of Duncroft Avenue (approx. 13 metres long) permitting vehicles to only travel in a southerly direction
- v. Create a one way section of road on Norman Place Road (the section previously bus only, which is to be revoked), permitting vehicles to travel in a south westerly direction only from its junction with Duncroft Avenue to its junction with the main Norman Place Road carriageway. Due to the proposed change in road layout this is shown for the purposes of identification only on the Plan (Drawing No. 1505/CCC/217).
- vi. Install a controlled crossing (parallel crossing) on Hollyfast Road approximately 22 metres south east of its junction with Norman Place Road.
- vii. Install a controlled crossing (parallel crossing) on Scots Lane approximately 6 metres north of its roundabout junction with Westhill Road
- viii. Install a controlled crossing (cycle crossing) on Barkers Butts Lane approximately 25 metres north west of junction with Browett Road
- ix. Install a raised table on the following roads: Ashwood Avenue, Barras Lane, Browett Road, Chester Street, Duckham Court, Duncroft Avenue, Elmwood Avenue, Hollyfast Road, Meriden Street and Stanier Avenue.

2. The Director for Transportation & 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 as part of the Coundon Cycleway scheme will assist to improve safety and access, by reducing vehicle speeds, reducing the likelihood of potential conflict manoeuvres, changing vehicle access routes and providing controlled crossings.

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 remain. The proposals include two no entry orders, a prohibition of driving order and a one way order. However, the proposals do not prevent access to any existing premises as alternative routes are available.

*(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 traffic orders proposed to reduce the likelihood of potential conflict manoeuvres and change vehicle access routes, together with the installation of raised tables to slow down traffic should assist to improve safety for all traffic. Pedestrian movements should also be facilitated with the introduction of two parallel crossings.

4. The proposed traffic order is to be implemented in accordance with Section 1(1), Road Traffic Regulation Act 1984 (as amended) as it appears to the Authority that it is expedient to make them –

- (a) for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,
- (f) for preserving or improving the amenities of the area through which the road runs

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

Browett Road – No Entry (Prohibition of Entry)

The proposed introduction of a no entry, except pedal cycles, on to Browett Road from Barkers Butts Lane will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres.

Hollyfast Road – No Entry (Prohibition of Entry)

The proposed introduction of a no entry, except pedal cycles, on to the section of Hollyfast Road (between its junctions with Westhill Road and Scots Lane) from the Westhill Road/ Hollyfast Road junction will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres

Pake's Croft – Prohibition of Driving

The proposed introduction of a prohibition of driving on the length of Pake's Croft from its junction with Barkers Butts Lane to a point 6m south west of the aforementioned junction will in effect make Pake's Croft a cul de sac, only allowing entry and exit on to Barker Butts Lane for pedal cycles. This will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres at this location.

Duncroft Avenue & Norman Place Road – One Way

The proposed one way on part of Duncroft Avenue and part of Norman Place Road shown for the purposes of identification only on the Plan (Drawing No. 1505/CCC/217) will

- i. Create a one way section of road at the western end of Duncroft Avenue (approx. 13 metres long) permitting vehicles to only travel in a southerly direction
- ii. Create a one way section of road on Norman Place Road (the section previously bus only, which is proposed to be revoked as part of this order), permitting vehicles to travel in a south westerly direction only from its junction with Duncroft Avenue to its junction with the main Norman Place Road carriageway.

The proposals will simplify access and egress arrangements at this location. The junction of Norman Place Road with Duncroft Avenue is in close proximity

to the busy access to Bablake Playing Fields and a bus terminus. Creating the one-way system reduces the number of conflicting movements between these three and Norman Place Road creating a safer highway for all users.

#### Hollyfast Road – Installation of a parallel crossing

The installation of a parallel crossing, a controlled crossing which is for use by both pedestrians and cyclists, on Hollyfast Road approximately 22m south east of its junction with Norman Place Road should assist both pedestrians and cyclists to cross the road.

#### Scots Lane – Installation of a parallel crossing

The installation of a parallel crossing, a controlled crossing which is for use by both pedestrians and cyclists, on Scots Lane approximately 6m north of its roundabout junction with Westhill Road should assist both pedestrians and cyclists to cross the road.

#### Barkers Butts Lane - installation of a cycle crossing

The installation of a controlled signalised cycle crossing on Barkers Butts Lane approximately 25m north west of its junction with Browett Road should assist cyclists to cross the road. It is to be located where the 2 way cycle track transfers from one side of Barkers Butts Lane to the other so will assist cyclists to continue along the route.

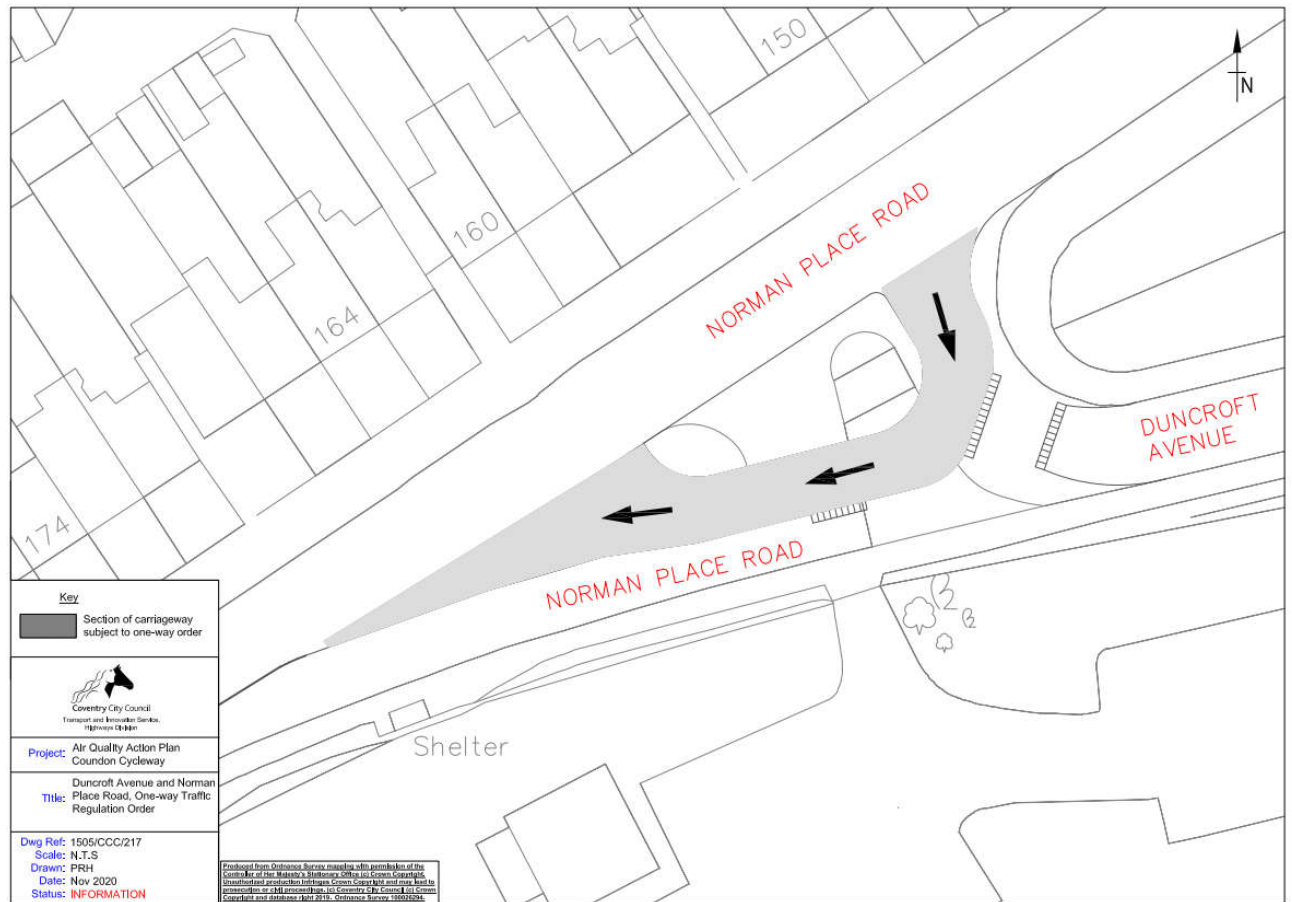
#### Various locations along Coundon Cycleway – Installation of road humps (raised tables)

One raised table is proposed to be located in the following side roads along the Coundon Cycleway route:

Ashwood Avenue, Barras Lane, Browett Road, Chester Street, Duckham Court, Duncroft Avenue, Elmwood Avenue, Hollyfast Road, Meriden Street and Stanier Avenue

The raised tables will allow the Coundon cycle track to continue at the same level across these side roads, rather than the cycleway and footway dropping down to road level, at the junction. This will also further enforce the change in priority to cycles over vehicles and provide priority for pedestrians. It should also assist to reduce vehicle speeds which will improve road safety.

# The Plan – Drawing No. 1505/CCC/217



## **ESTABLISHMENT OF CYCLE TRACK - COUNDON CYCLEWAY**

The sections of segregated and unsegregated cycle track creating the route to connect Coundon Green to the City Centre are detailed in the table below and are being installed pursuant to powers under sections 65 (1), 65(2) and 66 of the Highways Act 1980 (as amended) and of all other enabling powers.

<b>Road (where cycle track being installed)</b>	<b>Extent</b>	<b>Side of road</b>	<b>Segregated/ Unsegregated</b>
Norman Place Road	From its junction (centreline) with Birchfield Road to its junction with Hollyfast Road	South East	Segregated
Hollyfast Road	From its junction with Norman Place Road to its junction with Westhill Road	North East	Segregated
Westhill Road	Full Length	North East	Segregated
Scots Lane	From junction with Westhill Road to a point 8m north east of its junction with Westhill Road	Both	Segregated
Barkers' Butts Lane	From its junction with Scots Lane to a point 18m north west of its junction with Three Spires Avenue	North East	Segregated
Barkers' Butts Lane	From a point 23m north west of its junction with Browett Road to a point 7m north west of the northwest entrance to the tunnel under the railway line	South West	Segregated
Barkers Butts Lane & Coundon Road (including route through tunnel under railway line)	From a point 7m north west of the northwest entrance to the tunnel under the railway line to a point 5m south east of the south east entrance to the tunnel.	South West	Unsegregated (shared use pedestrian & cyclist)
Coundon Road	From a point 5m south east of the south east entrance to the tunnel under the railway line to its junction with Upper Hill Street	South West	Segregated
Pake's Croft	From its junction with Barkers Butts Lane to a point 9m south west of its junction with Barkers Butts Lane	Centre	Segregated
Upper Hill Street	From its junction with Coundon Road to a point 68m southeast of its junction with Barras Lane	South West	Segregated