

## **STATEMENT OF REASONS**

**for**

### **Traffic Regulation Orders for City Centre Traffic Management Proposals 2024**

Changes to traffic management are being proposed to assist to keep traffic moving, reduce congestion and enhance facilities for cyclists in the city centre. The proposed changes include the introduction of a 'red route', a new bus gate on Greyfriars Road and changes to create cycle contraflows on some of the existing one way roads in the City Centre (within the Ring Road).

Consultation was undertaken in November 2023 advising of the plans for a red route in the City Centre, which would also reduce the extents of the City Centre Restricted Parking Zone. This would result in the introduction of double red lines (no stopping at any time) and double yellow lines (no waiting at any time) in some areas. Plans were also shared about a new City Centre Cycle Route and a Coventry Very Light Rail route.

Cycling has an important role to play in addressing the challenges the city and region face, which include reducing congestion, carbon and pollution, supporting economic growth and employment, tackling obesity and creating places where people want to live, work, learn, shop and do business. Cycling offers an affordable, convenient and low-cost travel option to access jobs, education and leisure opportunities, particularly for people without access to cars.

The Director of City Services and Commercial 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:-

- **City of Coventry (Greyfriars Road) (Bus Gate and Revocation) Order 2024**
- **City of Coventry (Lamb Street)(One Way)Order 2024**
- **City of Coventry (Various Roads) (One Way Traffic) (Exemption) Order 2024**
- **City of Coventry (City Centre) (Permitted Parking Area and Special Parking Area) (Designation, Waiting Restrictions, Loading Restrictions, Loading Areas and Street Parking Places) Order 2024**

The general effect of these proposals will be to:

- i. Install a bus gate on Greyfriars Road between its junctions with Sheriffs Orchard and Warwick Road which prohibits vehicles other than buses, pedal cycles, hackney carriages and private hire vehicles and remove the existing bus gate on Warwick Road.
- ii. Create cycle contra flows on Lamb Street, St Patricks Road, Greyfriars Lane and Salt Lane. Retaining the existing one-way restrictions whilst permitting cycles to travel in any direction on these roads.
- iii. Create a red route through Coventry City Centre introducing new or amending existing waiting restrictions, stopping restrictions and loading restrictions as listed in item 5 (City Centre – Waiting Restrictions) below.

2. The Director of City Services and Commercial, 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 to improve safety and access, keep traffic moving, reduce congestion and enhance facilities for cyclists in the city

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

*(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 create a bus gate and a red route which should assist to facilitate the passage of public service vehicles.

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)
- (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:-

Greyfriars Road and Warwick Road – Installation of Bus Gate on Greyfriars Road and revocation of Bus Gate on Warwick Road

It is proposed to change the road layout at the junction of Greyfriars Road and Warwick Road, removing the existing roundabout and making changes to the central reserve on Greyfriars Road. The proposed introduction of a Bus Gate on Greyfriars Road (between its junctions with Warwick Road and Sheriffs Orchard) and the removal of the existing bus gate on Warwick Road will reduce the traffic using Greyfriars Road and assist the movement of buses.

Greyfriars Lane (between Salt Lane and a point 22m north of Barracks Way), Lamb Street, St Patrick’s Road and Salt Lane - Exempt cyclists from existing one way orders

The proposed exemption for cycles to the existing one way orders on Greyfriars Lane (between Salt Lane and a point 22m north of Barracks Way), Lamb Street, St Patrick’s Road and Salt Lane is designed to increase the availability of cycle routes in the city centre, making the area more cycle-friendly.

City Centre – Waiting Restrictions

The proposed amendments to waiting, stopping, loading restrictions and parking places assists the introduction of changes to the highway to implement a red route through part of the city centre, assisting the keep traffic flowing and reduce congestion.

The proposed waiting restriction changes are given in more detail for each location below. Many of the existing restrictions, parking bays etc remain unchanged. Therefore, the table below only highlights the proposed changes and whether the road will be removed from the existing Restricted Parking Zone (RPZ), fully or in part. If removed from the RPZ, the location will either become part of the red route or the existing lengths of ‘no waiting at any time’ restriction will be shown by double yellow lines.

Abbreviation in table:

Dyl - double yellow lines    RPZ – Restricted Parking Zone

Location	Restriction	Tile	Additional Change
Access road to bus depot	Red Route	R23 S23	
Barracks Way	Dyl	Q24 Q25 R24 R25	
Bird Street	Red route (part)	R23	Red Route at junction with White St
Bishop Street	Dyl (part) Red Route (part)	R23	

Location	Restriction	Tile	Additional Change
Bond Street	Dyl	Q23 Q24	
Burges (The)	Red Route	R23	Larger loading bay Removal of bus stop
Central 6 access road	Red Route	Q26	
Chapel Street	Dyl	Q23	
Chantry Place	Dyl	R23	
Cheylesmore	Dyl	R25	Increase in payment parking bays
Cook St	Dyl	R23	
Corporation Street	Red Route	Q23 Q24 R23	
Cox Street	Dyl	S23	New payment parking bays (under ring road – north of Fairfax St junction)
Croft Road	Red Route	Q25	
Cross Cheaping	Red Route	R23 R24	
Earl Street	RPZ	R24	New loading bay (outside The Yard)
Eaton Road	Red Route	Q36	New limited waiting bays (5 minutes, No Return in 1 hour)
Fairfax Street	Dyl (part) Red Route (part)	R23 S23 S24	Removal of coach parking bay, New payment parking bays, motorcycle parking and loading bays
Fleet Street	Dyl (part) Red Route (part)	Q24	Red Route at junction with Corporation St
Friars Road	Dyl (part) Red Route (part)	R25 R26	Red Route at junction with New Union St
Gosford Street	Red Route (part) RPZ (part)	S24	Red Route at eastern end
Greyfriars Lane	Dyl (part) Red Route (part) RPZ (part)	R25	Red Route at junction with New Union St
Greyfriars Lane (service area behind The Squirrel & shops)	Dyl	R25	
Greyfriars Road	Red Route	Q25	Removal of payment parking bay and replacement with Taxi bay
Grosvenor Road	Red route (part)	Q26	Red Route at junction with ring road slip road
Grosvenor Road Link Road	Red route (part)	Q26	Red Route at junction with Warwick Road
Hales Street	Red Route	Q23 R23	Changes to loading bay outside The Old Fire Station
Henry Street	Dyl (part) Red Route (part)	R22 R23	Red Route at junction with Tower Street
Hill Street	Dyl (part) Red Route (part)	Q23 Q24	Red Route at junction with Corporation Street

Location	Restriction	Tile	Additional Change
Hill Top	Dyl (part) Red Route (part) RPZ (part)	R23 R24	Red Route at junction with Fairfax Street
Ironmonger Row	Red Route	R24	
Jordan Well	RPZ	R24	New coach/bus bay - waiting 20mins No Return in 1 hour
Lamb Street	Dyl (part) Red Route (part)	Q23 R23	Red Route at junctions with Upper Well Street and Bishop Street
Little Park St	Dyl (part) Red Route (part) RPZ (part)	R25	Red Route at junction with New Union St New Loading bay outside Police Station
Lower Holyhead Road	Dyl	Q24	
Manor House Drive	Dyl	Q25 Q26 R25	
Manor Road	Dyl (part) Red Route (part)	Q26 R26	Red Route at junction with ring road
Michaelmas Road	Red Route (part)	Q27	Red Route at junction with Warwick Rd
New Buildings	Dyl (part) Red Route (part)	R23 R24	Red Route at junction with Trinity Street
New Union Street	Red Route	R25	New loading bays, including removal of one bus stop outside The Wave and replacement with loading bay
Palmer Lane	Dyl	R23	
Priory Street (route into Pool Meadow Bus Station)	Red route	R23	
Queen Victoria Road	Red Route	Q24 Q25	New Loading Bay
Queen Victoria Road (cul de sac section)	Dyl (part) Red Route (part)	Q25	Red Route at junction with Greyfriars Road
Ringway Queens anticlockwise off slip	Red Route	Q26 R26	
Ringway Queens clockwise on slip	Red Route	Q26	
Ringway St Patricks clockwise off slip	Red Route	Q25 Q26	
Road adjacent to Station Multi-storey Car Park (connecting the Warwick Rd)	Red Route	Q26	
Ryley Street	Dyl	Q23	
Salt Lane	RPZ	R24 R25	
Service Road to the rear of City Arcade	Dyl (part) Red Route (part)	Q25	Red Route at junction with Greyfriars Road
St Patricks Road	Dyl	R26	Removal of parking bay

Location	Restriction	Tile	Additional Change
Sheriffs Orchard	Dyl (part) Red Route (part)	Q25	Red Route at junction with Greyfriars Road
Silver Street	Dyl	R23	
Spencer Road	Red Route (part)	Q27	Red Route at junction with Warwick Rd
Spon Street	Dyl	Q24	
Starley Road	Red Route (part)	Q25	Red Route at junction with Croft Rd
Tower St	Red Route	R22 R23	New Loading Bays
Trinity Street	Red Route	R23 R24	
Upper Well Street	Red Route	Q23	No return time on existing coach parking bays increased, from 'No Return in 1 hour' to 'No Return in 2 hours'
Warwick Lane		R25	
Warwick Road	Dyl (part) Red Route (part)	Q25 Q26 Q27	Removal of some payment parking and relocation of taxi parking
Warwick Row	None	Q25	
Watch Close	Dyl	Q24	
Well Street	Dyl (part) Red Route (part)	R23	Red Route at junction with Corporation St
West Orchards Access Road	Dyl	R23 R24	Relocation of Taxi parking bay
Western Link Road	Dyl (part) Red Route (part)	Q26	Red Route at junction with ring road
White Street	Dyl (part) Red Route (part)	R23 S23	