

STATEMENT OF REASONS **for**

City of Coventry (Kenilworth Road A429)(40mph and 50mph Speed Limit) 2025

As part of improvements to support pedestrians and passenger transport users on Kenilworth Road, an uncontrolled crossing is to be constructed. This pedestrian refuge will serve an existing desire line for pedestrians and to improve safety and the ease with which pedestrians can cross Kenilworth Road, it is proposed to introduce a reduction in the speed limit, from 50mph to 40mph, within the proximity of the new crossing location

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 Order.

- **City of Coventry (Kenilworth Road)(40mph and 50mph Speed Limit) Order 2025**

The general effect of these proposals will be to:

- i. Revoke the Traffic Regulation Order for the existing speed limit along the length of Kenilworth Road (A429) between The Kenpass Highway (A45) to the boundary of the Coventry City Council Authority.
- ii. Introduce a new 40mph speed limit on Kenilworth Road (A429), from the point where it meets to Kenpass Highway (A45) to a point 99 metres south westerly of Cannon Hill Road. This is a 50mph speed limit currently.
- iii. Re-introduce, without change, the existing 40mph speed limit that incorporates the Gibbet Hill Road and Stoneleigh Lane roundabout. This 40mph speed limit extends along Kenilworth Road from the roundabout to a point 80 metres north easterly of that roundabout and to a point 54 metres south westerly of that roundabout.
- iv. Re-introduce, without change, the existing 50mph speed limit that runs from a point 99 metres south westerly of Cannon Hill Road to a point 80 metres north easterly of the Gibbet Hill Road and Stoneleigh Road roundabout.
- v. Re-introduce, without change, the existing 50mph speed limit that runs from a point 54 metres south westerly of the Gibbet Hill Road and Stoneleigh Road roundabout to the boundary of Coventry City Council's Authority.

2. The Director for City Services and Commercial has delegated powers to approve the publishing of 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 proposal will improve access and amenity for pedestrians and bus users accessing the scheduled passenger transport service along Kenilworth Road.

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

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

The proposed change will not affect access to any premises.

(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

Kenilworth Road is a bus route, with associated bus stops; the proposed change of speed limit will improve safety for pedestrians, some of whom may be accessing bus boarding points.

(d) any other matters appearing to be relevant

There are varying speed limits in place along Kenilworth Road with reductions from the 50mph speed limit to 40mph at junctions and intersections. This proposed change to 40mph on approach to the junction with The Kenpass Highway (A45), will provide consistency and continuity along its length as well as reducing traffic speeds at the intersection.

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)

(e) for preserving the character of the road in a case where it is specially suitable for use by persons on foot

(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:

Kenilworth Road – Reduction of 50mph speed limit to 40mph speed limit in the proximity of the pedestrian crossing point and the junction with The Kenpass Highway (A45)

The proposed reduction of the 50mph speed limit on Kenilworth Road to 40mph, will assist to slow down traffic and improve safety for all road users.

Kenilworth Road – Revocation and re-introduction of the current 50mph and 40mph speed limits.

The existing speed limits were introduced in 1971. Since then, there have been speed limit changes to parts of Kenilworth Road and the road itself has been re-classified. As the proposal of a 40mph speed limit at the proposed pedestrian crossing requires a Traffic Regulation Order, the opportunity is to be taken to rationalise the Traffic Regulation Orders. This will reduce what would have been three separate Orders for this length of Kenilworth into one.