COVENTRY CITY COUNCIL

CITY CENTRE CYCLEWAY PHASE 1

STATEMENT OF REASONS

The City of Coventry (City Centre Cycleway Phase 1) (Cycle Track) Order 202*

The City of Coventry (City Centre Cycleway Phase 1) Moving Traffic Restrictions Order 202*

The City of Coventry Static (Waiting, Loading, Stopping and Street Parking Places) Order 2026 (Amendment No. 1) Order 202*

Background

1. Cycling has an important role to play in modal shift from cars to more sustainable transportation. The benefits are improved public health for cyclists and the wider objectives in reducing congestion and pollution. One of the biggest barriers to cycling is the fear for safety riding in non-segregated traffic.

2. The Coventry Transport Strategy sets a priority in investing in high-quality cycle routes. Phase 1 of the city centre cycleway is part of the strategic development of segregated cycle routes for the northern section of the city centre.

Effect

3. The measures include: -

(1) **Croft Road** – the north side, outside Sky Blue Studios, amend the existing electric vehicle parking place to a 14-metre loading bay and a 6-metre electric vehicle parking place.

(2) **Greyfriars Road** - the south-west and west side, a segregated cycle track at the edge of the carriageway from a point approximately 3.5 metres south-east of the south-eastern kerb-line of Sheriffs Orchard to a point approximately 15.5 metres south of the extended southern kerb-line of Croft Road.

(3) **Greyfriars Road** - the north-east side, introduce 5 paid limited waiting parking places operating at any time from a point approximately 11.5 metres south-east of the south-eastern kerb-line of the City Arcade car park access road, south-eastward for 25 metres.

(4) **Greyfriars Road** - construct flat top road humps known as a “raised entry treatment” at the following locations: -

(a) **Greyfriars Road** – at the entrance to Vicroft Court the road hump would extend into Queen Victoria Road for approximately 3.5 metres.

(b) **Queen Victoria Road** – at its junction with Greyfriars Road, the road hump would extend into Queen Victoria Road for approximately 3.5 metres.

(c) **Sheriffs Orchard** – at its junction with Greyfriars Road, the road hump would extend into Greyfriars Road for a distance of approximately 5 metres at its widest point and extend into Sheriffs Orchard for approximately 6 metres;

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(5) **Warwick Road** – introduce a bus only right turn from Warwick Road into Greyfriars Road.

(6) **Warwick Road** – the north-west side, outside Mosaic Church, convert the existing no waiting at any time except taxis parking place to a shared use paid limited waiting parking place operating between 7am and 7pm every day and taxis only between 7pm and 7am every day.

(7) **Warwick Road** – the south-east side, convert two paid limited waiting parking places outside Nos. 8 and 9 The Quadrant to two electric vehicle parking places for active charging only.

Power to introduce the measures

3. The proposals will be introduced under powers conferred by section 122 of the Road Traffic Regulation Act 1984 “to secure he 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”.

Reasons

4. The segregated 2-way cycle track at the edge of the carriageway on Greyfriars Road will provide a safe cycle route on the northern edge of the city centre and link to the wider cycle network being developed for the City of Coventry.