

STATEMENT OF REASONS

for

Traffic Regulation Orders & Notice of Intents for the Binley Cycleway

proposed in addition to the designation of highway to create a cycle track.

The Binley Cycleway is a proposed 6km long segregated cycleway connecting the City Centre with University Hospital Coventry and Warwickshire. The cycleway is proposed to try to address the biggest barrier to cycling, which is consistently stated to be 'fear for safety', and therefore encourage more people to cycle. Investment in high quality cycle routes is a priority set out in the draft Coventry Transport Strategy.

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 Binley 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 20th October 2021 the Cabinet Member for City Services considered the consultation responses to the proposed cycleway scheme, together with a petition for the scheme, and a petition against part of the scheme. It was approved to install 75% of the Binley 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 (Gulson Road) (No Entry) Order 2022**
- **City of Coventry (Gulson Road) (Prohibition of Left Turn) Order 2022**
- **City of Coventry (Gulson Road) (Bus Gate) Order 2022**

- **City of Coventry (Binley Road) (Bus Lane Revocation) Order 2022**
- **City of Coventry (Binley Road) (Cycle Lane Revocation) Order 2022**
- **City of Coventry (Stoke Green & Binley Road) (Prohibition of Driving and Revocation) Order 2022**
- **City of Coventry (Biggin Hall Crescent) (No Entry) Order 2022**
- **City of Coventry (Raleigh Road) (Prohibition of Driving) Order 2022**
- **City of Coventry (Binley Road) (Ahead Only) Order 2022**
- **City of Coventry (Anthony Way) (Prohibition of Driving) Order 2022**
- **City of Coventry (Bromleigh Drive) (No Entry) Order 2022**
- **Proposed Installation of Controlled Crossings – Binley Cycleway**
- **Proposed Road Humps (Raised Tables) – Binley Cycleway**

The general effect of these proposals will be to:

- i. Prevent eastbound vehicles travelling on Binley Road entering Gulson Road (new junction to be constructed).
- ii. Prevent vehicles from turning left from Gulson Road in to Sky Blue Way.
- iii. Prevent westbound vehicles (except buses and pedal cycles) from travelling from Binley Road (A428), across Gulson Road and into Binley Road. Due to the proposed change in road layout this is shown for the purposes of identification only on the Plan (Drawing No. 1518/CCC/501).
- iv. Remove the bus lane from the nearside lane on the main carriageway of the southwestern side of Binley Road (inbound carriageway) from its junction with Gulson Road to a point 99 metres east of its junction with St Georges Road allowing the road space to be reallocated.
- v. Remove the mandatory cycle lanes from Binley Road.
- vi. Prevent vehicles (except pedal cycles) being ridden or driven in any direction, in the length of Stoke Green from its western junction with Binley Road to a point 7 metres south of its junction with Binley Road.
- vii. Allow vehicles to turn right from Binley Road into Bulls Head Lane

- viii. Prevent vehicles, (except pedal cycles) entering Biggin Hall Crescent at its junction with Binley Road.
- ix. Prevent vehicles (except pedal cycles) being ridden or driven in any direction, in the length of Raleigh Road from its junction with Binley Road to a point 2 metres north of its junction with Binley Road.
- x. Prevent pedal cycles travelling along the cycle track on Binley Road at the junction of Binley Road/Church Lane from turning left or right into Church Lane (i.e. only permit a straight on manoeuvre).
- xi. Prevent vehicles (except pedal cycles) being ridden or driven in any direction, in the length of Anthony Way from its junction with Binley Road to a point 10 metres north of its junction with Binley Road (in effect the section of Anthony Way between Binley Road and Momus Boulevard).
- xii. Combined with changes to the junction layout, create an 'in and out' system with the carriageway divided by a wide splitter island which will separate oncoming traffic flows by approximately 10 metres at the junction of Bromleigh Drive/Binley Road, access from Binley Road on to Bromleigh Drive at the western most access and from Bromleigh Road onto Binley Road at the eastern most access.
- xiii. Install a controlled crossing (toucan crossing), replacing the existing controlled pedestrian crossing, on Sky Blue Way at the signalised junction of Sky Blue Way/Binley Road/Gulson Rd.
- xiv. Install a controlled crossing (cycle crossing) on Humber Road approximately 48 metres south east of its roundabout junction with A444/Binley Road.
- xv. Install a raised controlled crossing (parallel crossing) on Stoke Green approximately 6.5 metres south of its easternmost junction with Binley Road.
- xvi. Install a raised controlled crossing (parallel crossing) on Bulls Head Lane approximately 5 metres south of its junction with Binley Road
- xvii. Install a controlled crossing (toucan crossing), replacing the existing controlled pedestrian crossing, on Binley Road at a point approximately 45 metres east of its junction with Bulls Head Lane.
- xviii. Install a controlled crossing (puffin crossing) on Church Lane at the existing Binley Road/Church Lane traffic controlled (signalised) junction
- xix. Install controlled crossings (puffin crossings) on Allard Way at the existing Binley Road/Hipswell Highway/Allard Way traffic controlled (signalised) junction to assist pedestrians to cross Allard Way.

- xx. Install a segregated controlled crossing (cycle crossing) on Clifford Bridge Road at the signalised junction with the hospital access road. To be installed on the southern arm of the junction as part of the existing controlled pedestrian crossing facilities.
- xxi. Install a raised controlled crossing (parallel crossing) on Dorchester Way approximately 22 metres east of its northern most junction with Clifford Bridge Road.
- xxii. Install a raised controlled crossing (parallel crossing) on Dorchester Way approximately 18 metres east of its southern most junction with Clifford Bridge Road.
- xxiii. Install a controlled crossing (cycle crossing) on Clifford Bridge Road approximately 23 metres south of its southern most junction with Dorchester Way.
- xxiv. Install a raised table on the following roads:
 - St Georges Road - at its entrance, south of its junction with Binley Road (A428),
 - The south western access road (spur) off A444/Binley Road roundabout - at its entrance south west of its junction with the circulatory of the A444/Binley Road roundabout,
 - Bromleigh Drive - one at its entrance and one at its exit, north of its junction with Binley Road. The layout of the junction is to be amended to an 'in and out' system with the road divided by a wide splitter island which will separate oncoming traffic flows by approximately 10 metres

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 Binley 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 no entry orders and prohibition of driving orders. 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 new controlled crossings and the provision of a bus gate should further assist bus movements.

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:-

Gulson Road – No Entry (Prohibition of Entry)

The proposed introduction of a no entry, on to Gulson Road for eastbound vehicles from Binley Road, is part of proposals to create a Binley Road/Gulson Road junction to assist buses to enter Binley Road from Gulson Road. Prohibiting vehicles exiting Binley Road at this location will assist movement at the junction and reduce the likelihood of collisions, by reducing the number of conflicting manoeuvres.

Gulson Road – No Left Turn (Prohibition of Left Turn)

The proposed introduction of a prohibition of left turn from Gulson Road on to Sky Blue Way will enable the safe and efficient operation of the new junction layout by allowing pedestrians and cycles to cross Sky Blue Way within a standard traffic signal stage. Vehicles wishing to turn left to access Binley Road or Far Gosford Street area will be able to instead do so immediately

before this into Binley Road, or if necessary, will be able to turn right and U-turn at the A444 roundabout.

Gulson Road – Bus Gate

The proposed introduction of a bus gate on Gulson Road, will prevent westbound vehicles other than buses and pedal cycles travelling from Binley Road (A428), across Gulson Road, and into Binley Road which will reduce the number of vehicles permitted to make this maneuver, whilst providing an alternative route to buses.

Binley Road – Removal of Bus Lane

The proposed removal of the bus lane from the nearside lane on the main carriageway of the southwestern side of Binley Road (inbound carriageway) from its junction with Gulson Road to a point 99 metres east of its junction with St Georges will allow the available road space to be reallocated to create a segregated cycle track and retain on street parking.

Binley Road – Removal of Cycle Lane

The removal of the cycle lane along Binley Road is proposed as the Binley Cycleway is being introduced, which will provide an alternative route for cyclists which is a physically separated space within the highway protected from motor traffic and away from pedestrians.

Stoke Green - Prohibition of Driving & Revocation of No Right Turn from Binley Road in to Stoke Green

The proposed prohibition of driving on the length of Stoke Green from its western junction with Binley Road to a point 7 m south of the aforementioned junction will in effect prevent vehicles entering and exiting Stoke Green at its western junction with Binley Road creating, in combination with changes to the road layout, a turning area on Stoke Green. Due to the proposed prohibition of driving the existing prohibition of no right turn will no longer be required. The changes will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres at this location.

Binley Road – Revocation of No Right Turn from Binley Road into Bulls Head Lane

The proposed revocation of no right turn from Binley Road into Bulls Head Lane will allow vehicles to make this manoeuvre which will enable an improved and alternative vehicular access to the area around Bulls Head Lane, Biggin Hall Crescent and the streets off it. This will serve as the alternative access for east-bound vehicular traffic when Biggin Hall Crescent will concurrently become no-entry at its junction with Binley Road

Biggin Hall Crescent – No Entry from Binley Road

The proposal will prevent vehicles (except pedal cycles) from entering Biggin Hall Crescent at its junction with Binley Road which will simplify the manoeuvres that can be undertaken at the junction. The proposed changes

to the road layout at this location, to create the cycle track whilst retaining on street parking spaces, reduces the available road space. The proposed no entry will prevent vehicles on Binley Road waiting within the junction to make a turning manoeuvre into Biggin Hall Crescent, which will allow the junction to operate more efficiently and improve safety.

Raleigh Road – Prohibition of Driving

The proposed introduction of a prohibition of driving (except cycles) on the length of Raleigh Road from its junction with Binley Road to a point 2 metres north of the aforementioned junction will in effect make Raleigh Road a cul de sac, only allowing entry and exit on to Binley Road for pedal cycles. This will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres at this location.

Binley Road – Ahead Only

The proposed introduction of an ahead only restriction for pedal cycles using the cycle track at the signalised junction of Binley Road/ Church Lane (i.e. prohibiting cyclists travelling along the cycle track (in either direction) turning in to Church Lane at the traffic signals) will prevent a potentially conflicting manoeuvre with pedestrians using the proposed controlled crossing on Church Lane. The controlled pedestrian crossing on Church Lane will be operating, allowing pedestrians to cross Church Lane, at the same time cyclists using the cycle track on Binley Road will be permitted to travel across the Church Lane arm of the junction (green signal). If a cyclist were to turn into Church Lane at that time, they might conflict with a pedestrian using the crossing.

Anthony Way – Prohibition of Driving

The proposed introduction of a prohibition of driving (except cycles) on the length of Anthony Way from its junction with Binley Road to a point 10 metres north of the aforementioned junction will in effect prevent vehicles from travelling on the section of road through the verge between Binley Road and Momus Boulevard, only allowing entry and exit to/from Binley Road for pedal cycles. This will reduce the likelihood of motor vehicle to cyclist collisions, by reducing the number of conflicting manoeuvres at this location. Vehicles will be able to access Binley Road at its junction with Bromleigh Drive, which is being improved as part of the scheme.

Bromleigh Drive - No Entry

The proposed no entry restriction in combination with changes to the Bromleigh Drive /Binley Road junction layout will create a segregated 'in and out' system with the carriageway divided by a wide splitter island which will separate oncoming traffic flows by approximately 10 metres at the junction of Bromleigh Drive/Binley Road; access from Binley Road on to Bromleigh Drive at the western most access and from Bromleigh Road onto Binley Road at the eastern most access. This will not prevent access or egress but will separate

vehicles entering and exiting the junction. Separating these manoeuvres will improve safety for cyclists as they will only be approached by traffic from one direction when crossing each section of the junction.

Various locations along Binley Cycleway – Installation of controlled crossing facilities

Controlled crossing facilities are proposed to be installed at the following locations along the Binley Cycleway:

- New controlled pedestrian crossing facilities on Church Lane (junction with Binley Road) and Allard Way (junction with Binley Road/Hipswell Highway)
- Amending an existing pedestrian crossing to a toucan crossing on Sky Blue Way (junction with Gulson Rd/Binley Road) and Binley Road (east of its junction with Bulls Head Lane)
- New raised parallel crossings on Stoke Green (eastern junction with Binley Road), Bulls Head Lane and Dorchester Way (both junctions with Clifford Bridge Road)
- New cycle crossings on Humber Road and Clifford Bridge Road
- New segregated controlled crossing (cycle crossing) on Clifford Bridge Road (at hospital access road junction)

The new facilities will assist pedestrians and/ or cyclists to cross the road.

A parallel crossing is a controlled crossing for use by both pedestrians and cyclists. The parallel crossing uses the zebra crossing layout for pedestrians, with a cycle route marked alongside. The proposed parallel crossings should assist both pedestrians and cyclists to cross the road.

The proposed controlled cycle crossings are signalised crossings to assist cyclists to cross the road. Proposed on Clifford Bridge Road where proposed cycle facilities transfer from one side of the road to the other and on Humber Road to assist cyclists to cross over the road and re-join the cycle track.

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

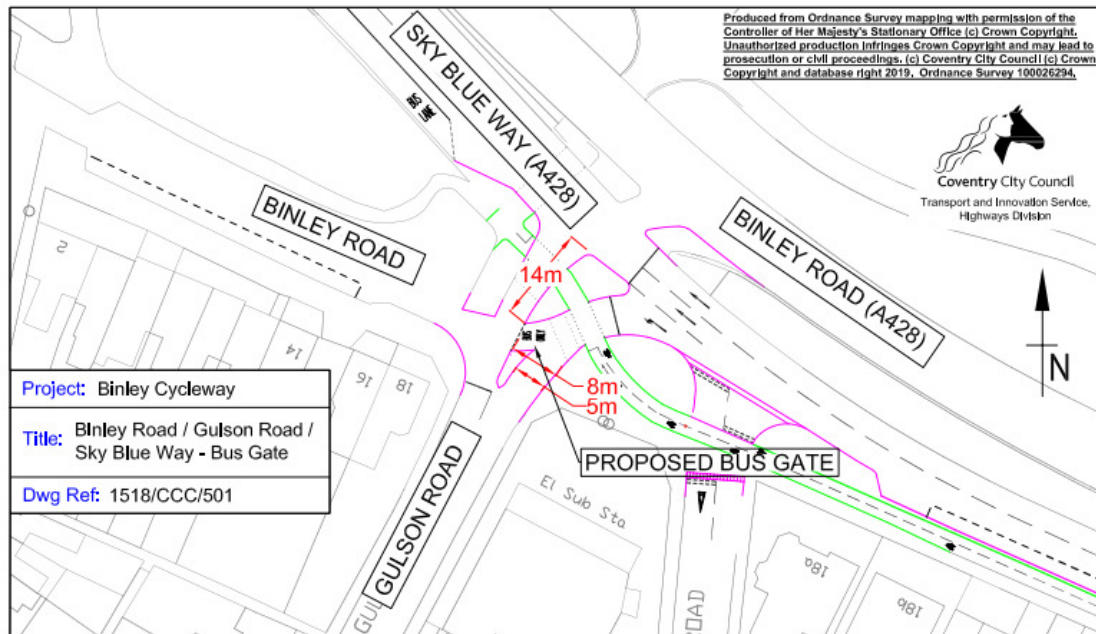
Raised tables are proposed to be located in the following side roads along the Binley Cycleway route:

- St Georges Road,
- South western access road (spur) off A444/Binley Road roundabout
- Bromleigh Drive

The raised tables will allow the Binley 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. 1518/CCC/501



ESTABLISHMENT OF CYCLE TRACK - BINLEY CYCLEWAY

The sections of segregated and unsegregated cycle track creating part of the route to connect the City Centre to the University Hospital Coventry and Warwickshire 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.

Location (where cycle track being installed)	Extent	Side of road	Segregated/ Unsegregated
Binley Road	From its junction with Gulson Road to its junction with A444	South West	Segregated (2 way)
Binley Road	Adjacent to the circulatory of the A444/Binley Rd roundabout	South	Segregated (2 way)
Land between Humber Road and Binley Road	From a point on Humber Road approx. 48m southeast of its roundabout junction with Binley Rd /A444) to a point on Binley Rd approx. 76m southeast of its roundabout junction with Binley Rd /A444)		Segregated (2 way)

Location (where cycle track being installed)	Extent	Side of road	Segregated/ Unsegregated
Binley Road	From a point on Binley Rd approx. 76m southeast of its roundabout junction with Binley Rd /A444) to its junction with Biggin Hall Crescent	South & south east	Segregated (2 way)
Binley Road	From its junction with Biggin Hall Crescent to a point opposite its junction with Brookvale Avenue	North west & north east	Segregated (2 way)
Anthony Way	From its junction with Binley Road to a point 10 metres north of its junction with Binley Road (in effect the section of Anthony Way between Binley Road and Momus Boulevard).	Full width of section of road	Segregated (2 way)
Hipswell Highway	From its junction with Binley Road to a point approx. 24m north of its junction with Binley Road	West	Segregated (2 way)
Allard Way	From its junction with Binley Road to a point approx. 130m south of its junction with Binley Road	West	Segregated (2 way)
Clifford Bridge Road	From its junction with Farren Road to a point approx. 54m south of its junction with Farren road	West	Unsegregated (shared use pedestrian & cyclist)
Clifford Bridge Road	From its junction with the Hospital access road to its junction with Dorchester Way (northern junction)	East	Segregated (2 way)
Clifford Bridge Road	From its junction with Dorchester Way (northern junction) to a point (adjacent to the cul de sac end of 38-64 Blandford Drive)	East	Unsegregated (shared use pedestrian & cyclist)
Clifford Bridge Road	From a point (adjacent to the cul de sac end of 38-64 Blandford Drive) to a point approx. 23m south of its junction with Dorchester Way (southern junction)	East	Segregated (2 way)
Clifford Bridge Road	From a point 23m south of its junction with Dorchester Way (southern junction)to its roundabout junction with the Tesco access road	West	Segregated (2 way)

