

STATEMENT OF REASONS

for

City of Coventry (Far Gosford Street Area) (Red Route & Waiting Restrictions) (Experimental) Order 2024

Phase 1 of a traffic management scheme was introduced in the Far Gosford Street Area in November 2022. The scheme was implemented to try to improve safety and traffic flows through the area. The scheme changed access arrangements, making some roads one way and making changes to the places where it was possible for vehicles to wait and/or load, it also introduced a red route along Far Gosford Street, linking to the existing red route corridor which connects the city centre to the M6.

As the changes were significant, to be able to monitor the impact of the changes, the traffic regulation orders (TRO) were implemented as Experimental TROs.

However, in response to the changes a 45 signature petition was submitted by traders from Far Gosford Street. The petition raised concerns about the impact of the waiting restrictions and requested changes. The petition was considered at a public Cabinet Member for City Services Meeting held on 25th October 2023.

In consideration of the issues raised it was approved that changes would be made. It was also approved to introduce the changes using an Experimental TRO, to assist monitoring the effect of the changes and to give traders and users of the street the opportunity to see how the revised restrictions worked, before making comments or objections.

The changes to the proposed waiting restrictions include:

- Reducing the duration of limited waiting from 2 hours to 30 minutes to encourage a turnover of spaces.
- Overall increasing the number of limited waiting bays, by changing the use of existing bays and creating some new bays.
- Changing the use of 3 disabled parking bays to limited waiting bays.
- Changing the use of 1 loading bay to disabled parking.
- Changing 1 loading bay and creating 1 new loading bay to operate 6am- noon (instead of 24 hours), and become limited waiting bays (30 minute duration) from noon - 6pm.

The other Experimental TROs relating to moving traffic restrictions, are unaffected by the changes and remain in operation.

The Director for Transportation, Highways and Sustainability has delegated powers to approve the publishing of Traffic Regulation Orders.

EFFECT

1. This Statement of Reasons relates to the making of the following Road Traffic Regulation Orders.

- **City of Coventry (Far Gosford Street Area) (Red Route & Waiting Restrictions) (Experimental) Order 2024**

The general effect of these proposals will be to:

- i. Retain a red route along Far Gosford Street, preventing stopping at any time except in designated waiting and loading areas.
- ii. Retain the increase in the shared use parking provision (for permit holders & short stay parking) on Vecqueray Street.
- iii. Retain the increase in the shared use parking provision (for permit holders & short stay parking) on Bramble Street.
- iv. Retain the increase the length of no waiting at any time on Grafton Street at the eastern end of the road (northern side of the road)
- v. Increase the number of limited waiting bays on Far Gosford Street, by reallocating space used for disabled parking, and reducing duration of time allocated to loading in 2 loading bays (see viii).
- vi. Replace one loading bay with a disabled parking bay
- vii. Reduce the duration of short stay parking from 2 hours (no return in 2 hours) to 30 minutes (no return in 1 hour) on Far Gosford Street.
- viii. Create 2 split use bays to operate as 'loading only, 6am – midday', and limited waiting (30 minute duration) midday - 6pm.
- ix. Reducing the number of disabled parking bays (but still retaining more than prior to the original experimental scheme).

2. The Director for Transportation, Highways and Sustainability 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 retain the improved access created by the red route and the revised proposals will improve the provision of parking.

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 be maintained; the proposals do not prevent access to any existing premises. The provision of the red route has assisted to secure reasonable access, assisting the flow of traffic on a route that was often obstructed. The proposed changes to the waiting restrictions are still part of a red route and should continue to assist the flow of traffic.

(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 provision of the red route has assisted to facilitate the passage of buses (and other public service vehicles). The proposed changes to the waiting restrictions are still part of a red route and should continue to assist the flow of traffic.

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: -

Far Gosford Street Area - Red Route & Waiting Restriction Changes 2024

The proposed changes to waiting restrictions are amendments to the designated waiting and loading areas on Far Gosford Street in response to feedback from the local traders.

The red route is retained, to preventing stopping at any time except in designated waiting and loading areas. The red route assists the movement of traffic along Far Gosford Street, which is a bus route; vehicles stopping to wait or load/unload in areas other than those designated cause delays to other vehicles, especially buses.

The proposal retains the increased shared use parking provision (for permit holders & short stay parking) on Vecqueray Street and Bramble Street introduced in 2022, creating areas where non permit holding visitors can stay for a duration of 2 hours.

In response to traders concerns, the proposal reallocates the space used for designated loading, waiting bays and disabled bays, providing a greater provision of limited waiting. In addition, the duration permitted for limited waiting on Far Gosford Street is reduced from 2 hours to 30 minutes, to provide a greater turnover of available parking.

The proposal reduces the number of disabled parking bays, from 8 to 6. This is still an increase in the allocated disabled parking areas compared to prior to the introduction of the Red Route. The bays are evenly spread in the area. Blue badge holders can park in the limited waiting bays, for a greater duration than the 30minutes allocated waiting time if parked in accordance with the rules of the Blue Badge Scheme. Providing greater limited waiting should result in less abuse of non-blue badge holders parking in the limited waiting bays, leaving these available at evenly spaced intervals on the route.

A length of no stopping, double red lines in the layby area outside 72/74 Far Gosford Street is to be removed and replaced by 2 bays, a limited waiting bay (Monday – Saturday, 8am-6pm, 30 minutes no return in 1 hour) and a dual use bay, operating as 'loading only, 6am – midday' and limited waiting (30 minute duration) midday - 6pm. This will provide more space to assist deliveries to traders and parking for visitors. Waiting in this area should not affect traffic flow or impede vehicles turning in to Fargo Village