

---

**Report to**

Cabinet Member (Urban Regeneration and Regional Planning) – 9<sup>th</sup> December 2004

**Report of**

Director of City Development and Director of Finance & ICT

**Title**

University Square –Proposed Traffic Regulation Order  
St Michael's Ward (City Centre)

---

**1 Purpose of the Report**

- 1.1 To make a permanent order required to restrict vehicle movements through the area known as University Square.

**2 Recommendations**

- 2.1 To approve the proposed permanent Traffic Regulation Order and proposed new Order, in connection with the newly developed University Square and Priory Street enhancements detailed in Appendices C & D.
- 2.2 Authorise the Director of Legal & Democratic Services to advertise the proposed Traffic Regulation Order.

**3 Information/Background**

- 3.1 Cabinet approved Priory Street Report (University Square) on 26<sup>th</sup> November 2002 enabling the public Space enhancement scheme with Traffic Regulation Orders to proceed.
- 3.2 Minor amendments to improve the cycle route were proposed and approved by way of an experimental traffic order by Cabinet Member (Environmental & Transport) on 17<sup>th</sup> February 2003. A further report was to be brought back to consider if it should be made permanent.
- 3.3 Priory Street was intended to be made traffic free with the exception of authorised vehicles; traffic would not be permitted to enter, controlled by hydraulic bollards.
- 3.4 Prohibition of Driving; Prohibition of waiting; Prohibition of turns; Cycle Lane contra- flow were elements of the scheme
- 3.5 The scheme has proved successful in achieving the objectives and the 6-month experimental period has now expired with no objections having been received.
- 3.6 The scheme has also received special mention by judges when Coventry won the International Bronze Award for helping communities improve the environment.

- 3.7 No bus services previously used Priory Street. The licensed Open Tour Bus finished in 2002 and no licence will be issued without consultation.
- 3.8 Frontage access is just to the Cathedral and University, who both control the hydraulic barrier.

**4 Proposal and Other Option(s) to be Considered**

- 4.1 Not to sanction the proposed Traffic Regulation Order would significantly affect the new square and necessitate the removal of the scheme in part or whole, having a cost implication beyond the budget approved.

**5 Other specific implications**

	<b>Implications (See below)</b>	<b>No Implications</b>
Area Co-ordination		✓
Best Value	✓	
Children and Young People		✓
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan		✓
Crime and Disorder		✓
Equal Opportunities		✓
Finance	✓	
Health and Safety		✓
Human Resources		✓
Human Rights Act		✓
Impact on Partner Organisations	✓	
Information and Communications Technology		✓
Legal Implications	✓	
Property Implications		✓
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development		✓
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

- 5.1 **Best Value** – Achieved by proceeding with making the Traffic Regulation Orders. The scheme has met the requirements of the consulted groups, the Cathedral and University and has come in on budget.

- 5.2 **Finance** – Costs for the making of the Traffic Regulation Orders will be met from funds within the original budget.
  - 5.3 **Impact on Partner Organisations** – Both the Cathedral and Coventry University benefit from the impact of the new square.
  - 5.4 **Legal Implications** – The regulation of traffic by the Council is made by the introduction of Traffic Regulations Orders pursuant to the Road Traffic Regulation Act 1984. Any objections received to the draft Orders indicated in this report would have to be considered by the Cabinet Member (Urban Regeneration & Regional Planning) before the Order could be confirmed and given legal effect.
- 6 Monitoring**
- 6.1 Working with Legal & Democratic Services, Development Projects will monitor the order during the statutory 21 days for the public to raise objections.
- 7 Timescale and expected outcomes**
- 7.1 Advertise Traffic Regulation Orders on 6th January 2005 with 21 days consultation period. The Order could come into force on 3<sup>rd</sup> February 2005 providing no objections are received.

List of background papers

Proper officer: Director of City Development

Author: Cedric Munns

Telephone 024 7683 2758

(Any enquiries should be directed to the above)

Other contributors:

- Lynda Williams – Traffic Design & Road Safety x 2038
- Mark Smith – Legal & Democratic Services x 3037
- Jayne Elrick – Legal & Democratic Services x 3016
- Jane Crawley – Chief Executives x 2145
- Geoff Smith – Finance & ICT x 1129

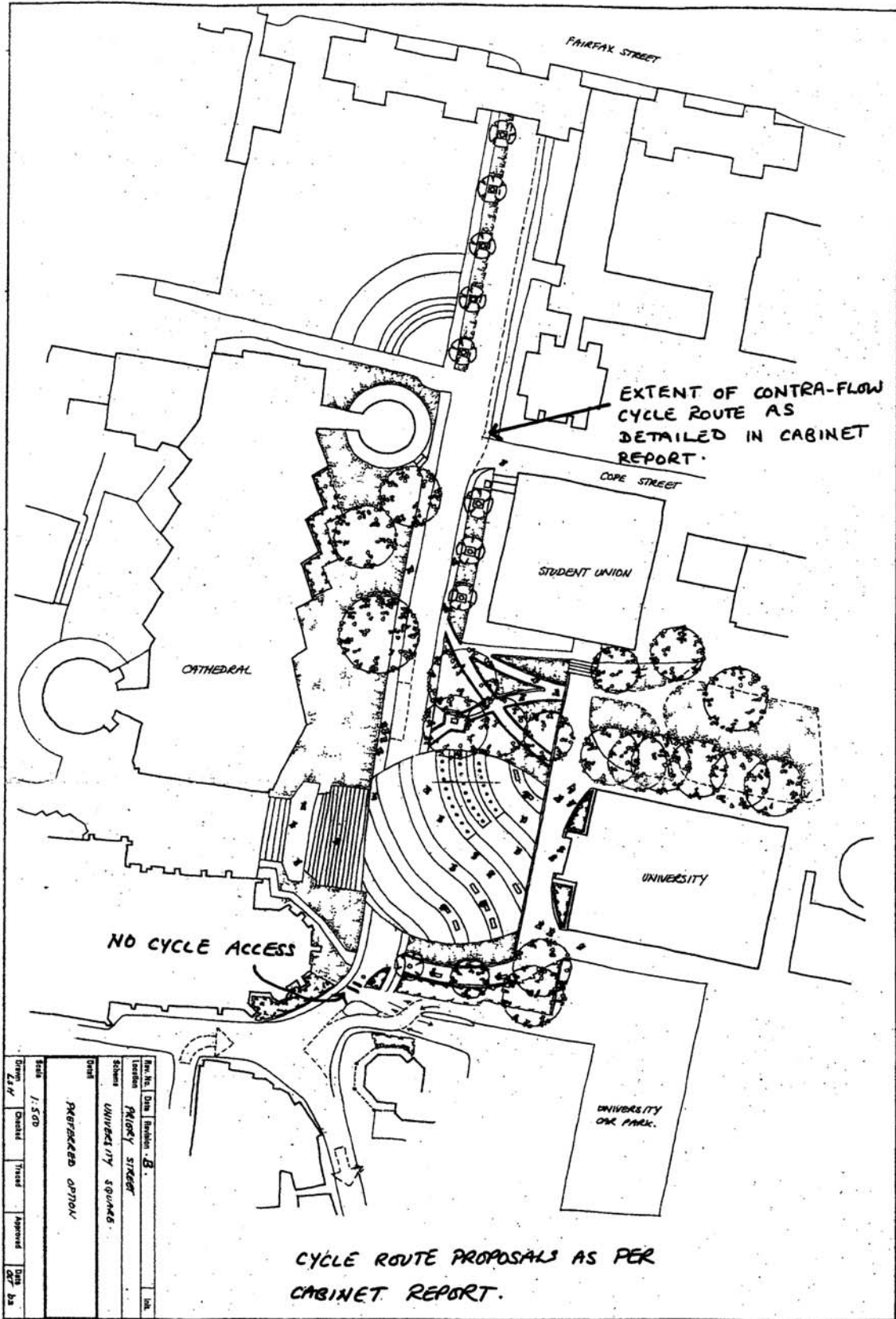
Papers open to Public Inspection

**Description of paper**

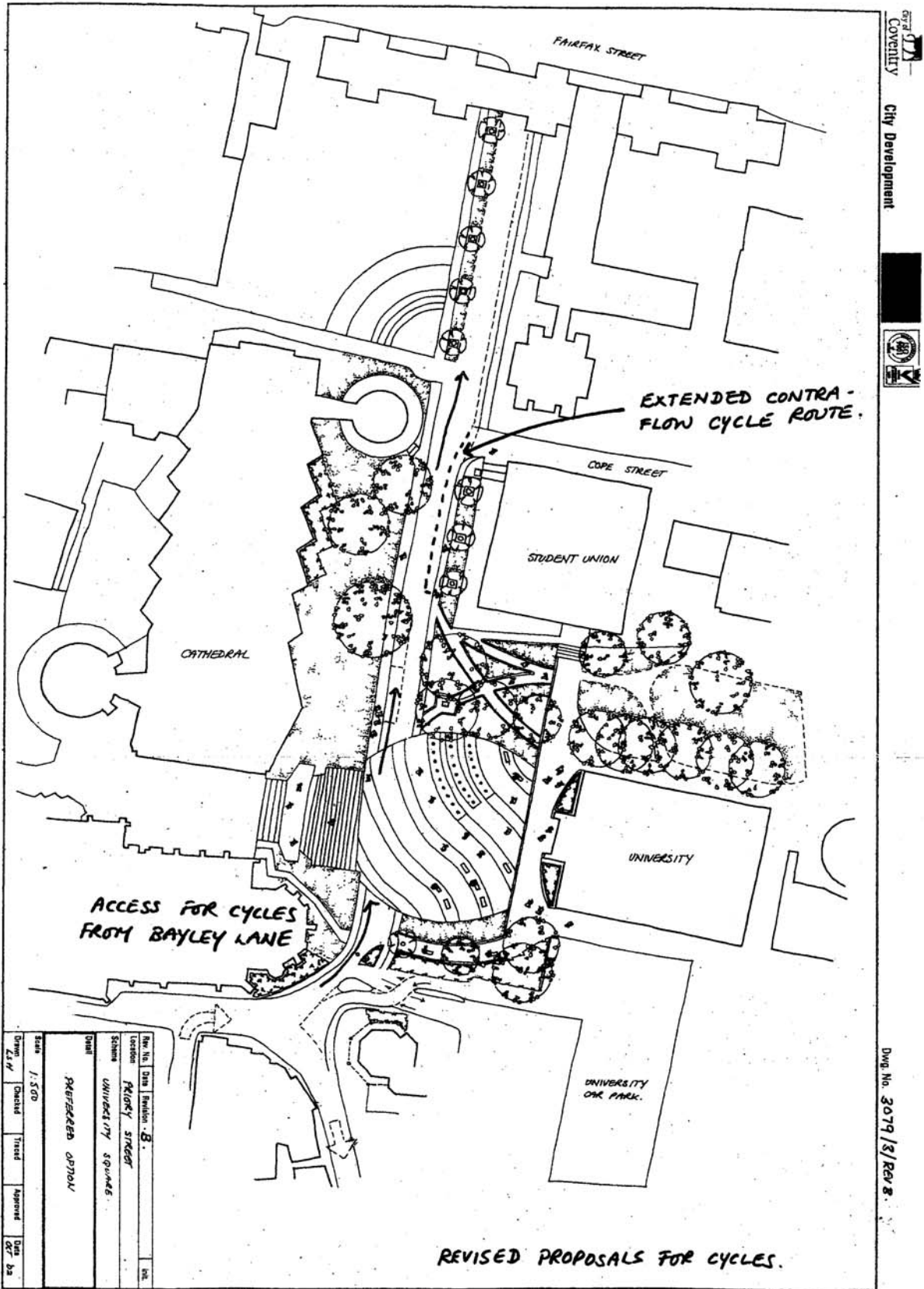
**Location**

None

Appendix A - Cabinet approved drawing.



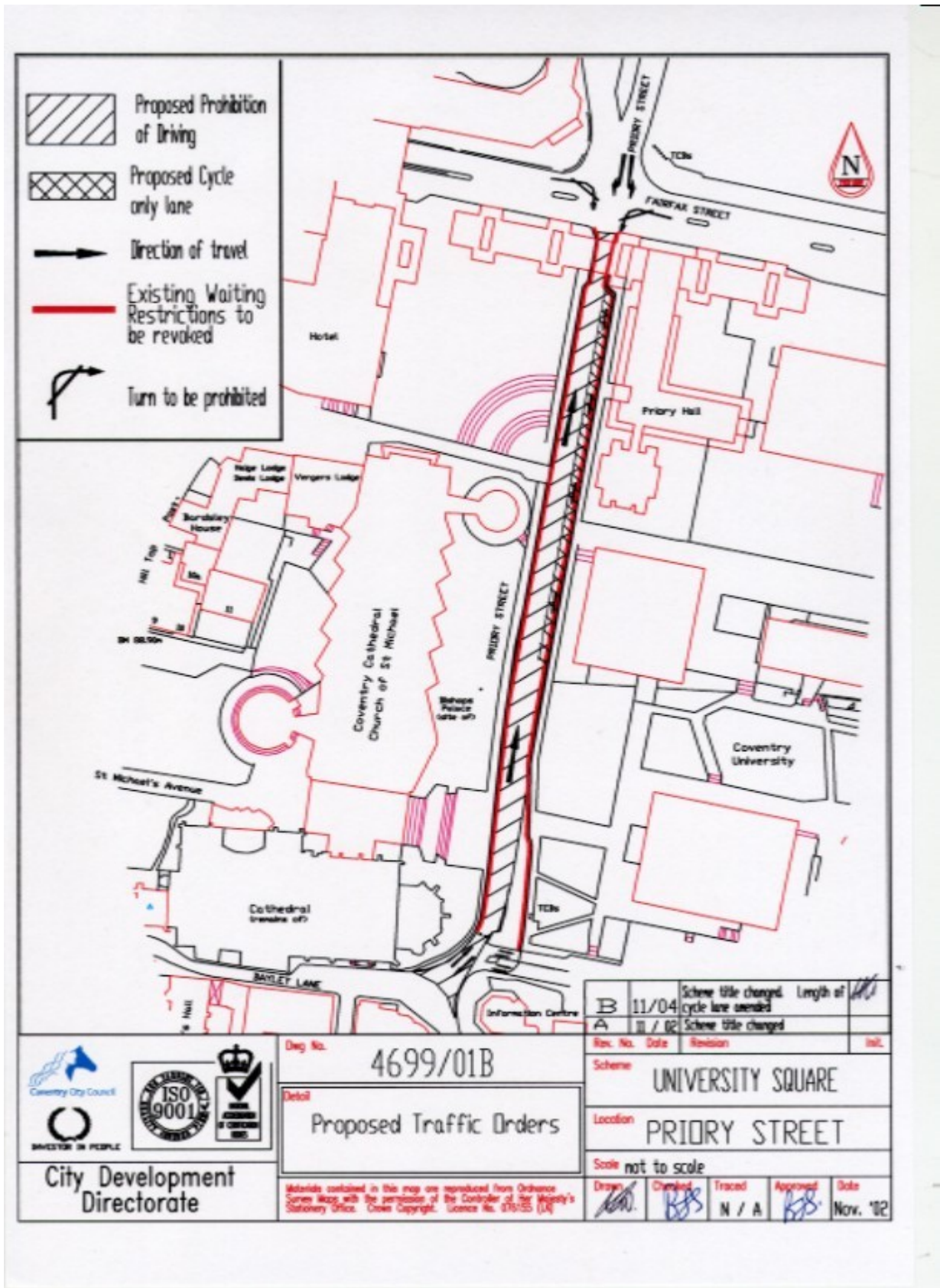
Appendix B - Revised drawing showing Cycle Route.



City Development

DWG No. 3079/S/REV 2

Appendix C – Traffic Regulation Order



## **Appendix D – Terms of Proposed Traffic Order**

It was intended that University Square was to be traffic-free and with the exception of authorised vehicles, traffic will not be permitted to enter. In order to exclude vehicles it will be necessary to prohibit driving in Priory Street. Exemptions to the prohibition of driving would be included where necessary for authorised vehicles such as coaches setting down visitors to the Cathedral and funeral and wedding vehicles. The Traffic Regulation Orders will also need to include the usual exemptions for emergency services vehicles and vehicles being used for maintenance of, or improvements to, roads, street lighting, utilities and adjacent buildings. Access to Priory Street for authorised vehicles will be from Bayley Lane only, by means of rising hydraulic bollards controlled by the University and Cathedral.

### **PROHIBITION OF DRIVING**

- 1 Prohibit driving in that section of Priory Street from its junction with Bayley Lane to its junction with Fairfax Street except for authorised vehicles and only in a north easterly direction from a point 20 metres north east of its junction with Bayley Lane to its junction with Fairfax Street.

### **PROHIBITION OF WAITING**

- 1 Revoke the existing limited waiting of 30 minutes In any hour 8 a.m. to 6 p.m. to Saturday on the south east side of Priory Street.
- 2 Revoke the existing prohibition of waiting from 8 a.m. to 6 p.m. Monday to Saturday on the south side of Priory Street.
- 3 Revoke the existing prohibition of waiting at any time.
  - i) on the south east side of Priory Street from its junction with Fairfax Street to a point 20 metres south west of that junction.
  - ii) On the north west side of Priory Street from a point 20 metres north east of it junction with Bayley Lane to its junction with Fairfax Street.

### **PROHIBITION OF TURNS**

- 1 Prohibit left hand turns from the westbound carriageway of Fairfax Street into Priory Street.
- 2 Prohibit right hand turns from the eastbound carriageway of Fairfax Street into Priory Street.
- 3 Prohibit the straight-ahead movement from that section of Priory Street north of Fairfax Street into that section of Priory Street south of Fairfax Street.

### **CYCLE LANE**

- 1 Prohibit any vehicle other than a pedal cycle proceeding in a south westerly direction to enter, wait or proceed at any time in the cycle lane on the south east side of Priory Street from a point 16 metres south west of its junction with Fairfax Street to a point 35metres south of Cope Street.