

Cabinet Member for Public Services

22 February 2016

Name of Cabinet Member:

Cabinet Member for Public Services – Councillor Lancaster

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Cheylesmore

Title:

Report – Petition – Re-open Stoney Road to all Traffic

Is this a key decision?

No

Executive Summary:

An e-petition of 9 signatures has been received requesting the removal of the bus gate on Stoney Road allowing access to all traffic.

The bus gate was installed in April 2012.

In accordance with the City Council's procedure for dealing with petitions, those relating to traffic management issues are heard by the Cabinet Member for Public Services.

The cost of introducing road traffic measures is usually funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for Public Services is recommended to:

1. Note the concerns of the petitioners.
2. Endorse that no further action is undertaken at the current time, but the location continues to be monitored.

List of Appendices included:

Appendix A – Location plan showing location of bus gate/lane
Appendix B – Table of comparison of changes to traffic flow data.

Other useful background papers:

Planning Committee Report 6, 24 March 2011 and Planning Application No. OUT/2011/0036

Cabinet Member (City Services) meeting 14 June 2011, Report - Proposed Traffic Regulation Order prohibiting right turn in to and out of Michaelmas Road

Cabinet Member (City Services) meeting 13 December 2011, Report - Proposed Traffic Regulation Orders creating Bus Lane on Stoney Road and 20mph Speed Limit

Cabinet Member (City Services) meeting 27 March 2012, Report – Objection to proposed modification to Traffic Regulation Order relating to Bus Gate on Stoney Road

Cabinet Member (City Services) meeting 11 December 2012, Report – Petitions (i) request for removal and (ii) request to retain - Stoney Road Bus Gate

Cabinet Member (City Services) meeting 30 July 2013, Report Back - Stoney Road Bus Gate Monitoring

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Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Report – Petition – Re-open Stoney Road to all Traffic

1. Context (or background)

- 1.1 An e-petition of 9 signatures has been received requesting the removal of the bus gate on Stoney Road allowing access to all traffic.
- 1.2 The bus gate was installed in April 2012 as part of works associated with traffic mitigation measures relating to the Friargate Development. The introduction of the bus gate in effect reduced the volume of traffic able to travel on Stoney Road in a southwest bound direction (towards Leamington Road). It is enforced by the City Council using a CCTV camera.
- 1.3 In December 2012, 8 months after the installation of the bus gate, two petitions were considered one requesting the removal of the bus gate and one that the bus gate was retained. In response it was approved that the bus gate remained and monitoring was undertaken. A location plan showing the position of the bus gate is shown in Appendix A.
- 1.4 Following consideration of the results of traffic monitoring, the number of changes that were being made to the road layout within the area and the bus gate having the anticipated effect of reducing through traffic, in July 2013 the Cabinet Member endorsed that the bus gate was retained with an on-going programme of monitoring

2. Options considered and recommended proposal

- 2.1 The petition advises

“The right turn from Manor Road onto Stoney Road as one exits from the train station was turned into a bus lane one year ago, forcing all other traffic onto one of two alternative routes that were already congested at peak times, exacerbating the congestion. This petition is to remove the bus lane, making the road available again to all traffic and thus easing the congestion. Speed bumps can be put on Stoney Road, if there is a concern about cars speeding.”

- 2.2 The options considered in response to this petition are:

- i) Retain the bus gate
- ii) Remove the bus gate.

- 2.3 Traffic count data was collected before the installation of the bus gate and regular monitoring has continued. The main changes to traffic flows considered when the decision was taken to retain the bus gate in July 2013 are shown in the table in Appendix B, together with a comparison of latest traffic flows undertaken in November 2015.
- 2.4 Changes are still taking place in the area, which includes the use of temporary traffic arrangements, including road closures due to the on-going development works. Currently access on to the ring road from Manor Road is prevented, which will have an effect on traffic flows as drivers use alternative routes.
- 2.5 The results show that traffic has increased on Quinton Road. However mitigation measures have been installed at the junction of Quinton Road/Daventry Road to assist the flow of traffic.

- 2.6 In considering the continuing changes in the area, including the necessary use of temporary traffic arrangements, the results of the monitoring undertaken so far and the continuation of this monitoring; it is recommended that the bus lane is retained.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken in regard to the request received.

4. Timetable for implementing this decision

- 4.1 Subject to the recommendation being approved monitoring of the traffic flows in the area will continue to be undertaken.

5. Comments from Executive Director of Resources

- 5.1 Financial implications

The cost of introducing road traffic schemes is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

- 5.2 Legal implications

The Council is obliged to consider any petition received with five or more signatories.

Road Traffic Regulation Act 1984 allows the Council to make a Traffic Order in the interests of preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

In accordance with Section 122 of the Road Traffic Regulation Act 1984, when considering whether it would be expedient to make a traffic order the Council is under a duty to have regard to and balance various potentially conflicting factors e.g. the convenient and safe movement of traffic (including pedestrians), adequate parking, improving or preserving local amenity, air quality and/or public transport provision.

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received these are considered by the Cabinet Member (Public Services).

The 1984 Act provides that once a Traffic Order has been made it may only be challenged further via the High Court on a point of law (i.e. that the Order does not comply with the Act for some reason).

The same considerations as detailed above apply equally where a traffic order is varied or revoked.

6. Other implications

- 6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

The bus gate was one of a number of measures proposed to mitigate against and protect residents from the potential traffic management issues arising from the Friargate development.

The introduction of new businesses and developments within Coventry contribute to the City Council's core aim of a prosperous Coventry, making Coventry an attractive and enjoyable place to be, encouraging a creative, active and vibrant City. A City that works for jobs and growth.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

None.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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Place

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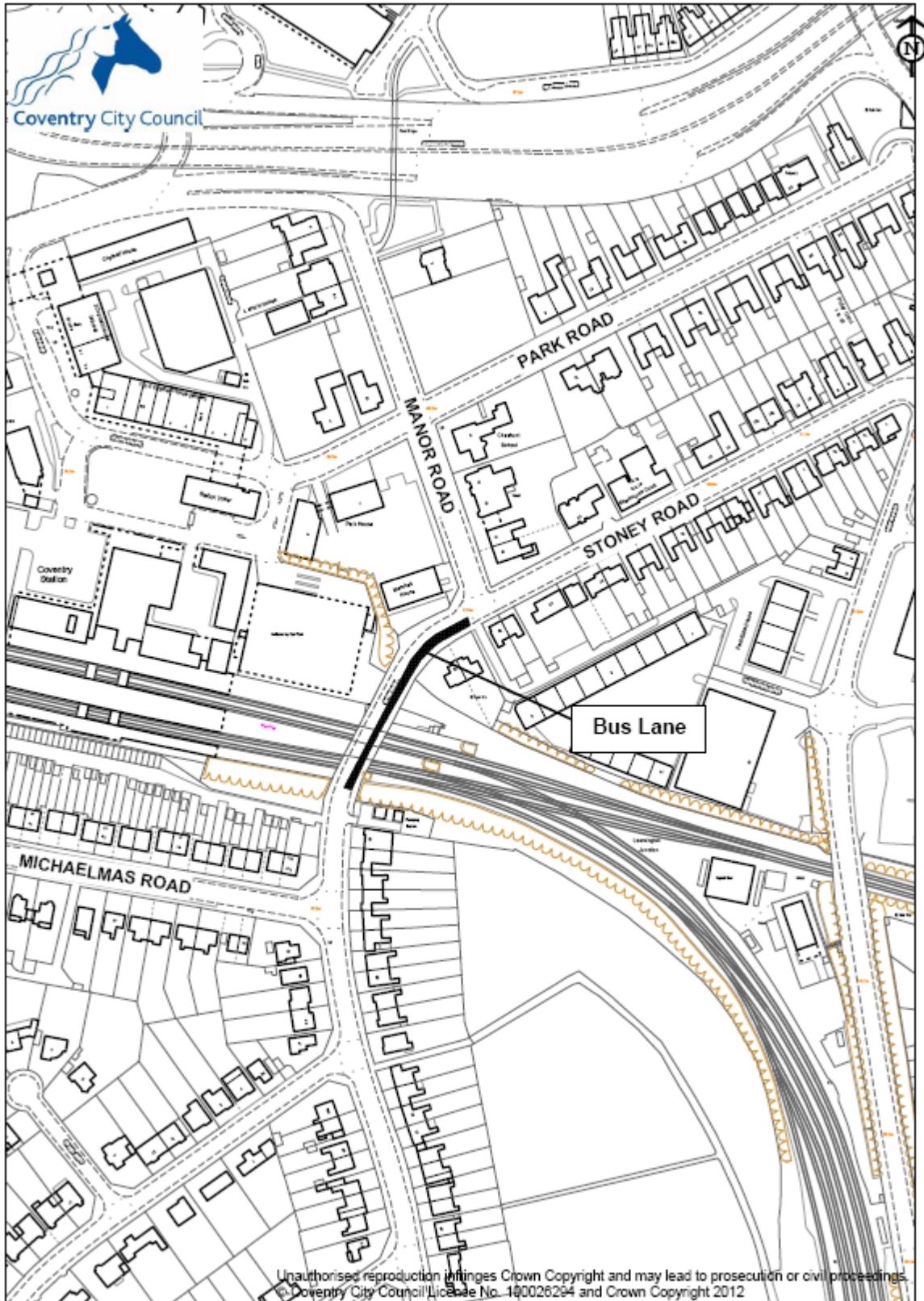
Enquiries should be directed to the above person.

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Other members: Councillor Lancaster	Cabinet Member for Public Services		08.02.2016	08.02.2016

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Appendix A – Location Plan showing location of Bus Lane



Appendix B – Table of comparison of changes to traffic flow data after installation of bus gate.

Location	Direction	Increase/Decrease in average daily traffic flow (reported July 2013)	Explanation for change (reported July 2013)	Increase/Decrease in average daily Nov 2015 (compared to before bus gate installed)
Stoney Road (between Quinton Rd and Manor Rd)	Westbound	-1497	Less traffic as route no longer being used as a cut through.	-1426
Stoney Road (between Asthill Grove and Orchard Crescent)	Southbound	-2111	Less traffic as route no longer being used as a cut through.	-2178
Manor Road (between Park Road and Stoney Road)	Southbound	-1043	Less traffic southbound and more northbound as drivers travelling away from station using Junction 6, as 'easier' following installation of signals and no longer using Stoney Road as cut through	-681
Manor Road (between Park Road and Ring Road)	Northbound	+1529		Road currently closed
Humphrey Burtons Road	Westbound	-1546	Less traffic as route no longer being used as a cut through.	-1656
Warwick Road	Northbound	-1654	Figures have varied each time monitored, in December traffic volume increased, possible due to Christmas shopping	-1882
Warwick Road	Southbound	+2537		+1426
Quinton Road	Southbound	+575	Increase as it is an alternative route to travelling southbound on Stoney Road	+1505
Mile Lane	Northbound	+589	Increase as it is an alternative route to travelling southbound on Stoney Road. However, June figure likely to have been influenced by roadworks on London Rd	+311