
Cabinet Member for City Services

5 December 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Wainbody

Title:

Designating cycle route – Charter Avenue

Is this a key decision?

No

Executive Summary:

Through the government's Emergency Active Travel Fund programme, a cycle lane was created on Charter Avenue between Cannon Hill Road and Sir Henry Parkes Road to improve access to the University of Warwick. Works to install segregation kerbs along the cycle route will start in January. This report seeks approval to make a 'cycle track' utilising the Council's powers under the Highways Act 1980.

Recommendations:

The Cabinet Member is requested to:

- i) Approve the creation of the cycle track shown in figures 1, 2 and 3; and
- ii) Note the advertising of a Traffic Regulation Order to revoke the existing Cycle Lane

List of Appendices included:

None

Background papers:

None

Other useful documents

City of Coventry (Charter Avenue) (Two Way Cycle Lane) (Experimental) Order 2020

City of Coventry (Charter Avenue) (Two Way Cycle Lane) (Permanent) Order 2022

Designating Cycle Routes, December 2020

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

1. Context (or background)

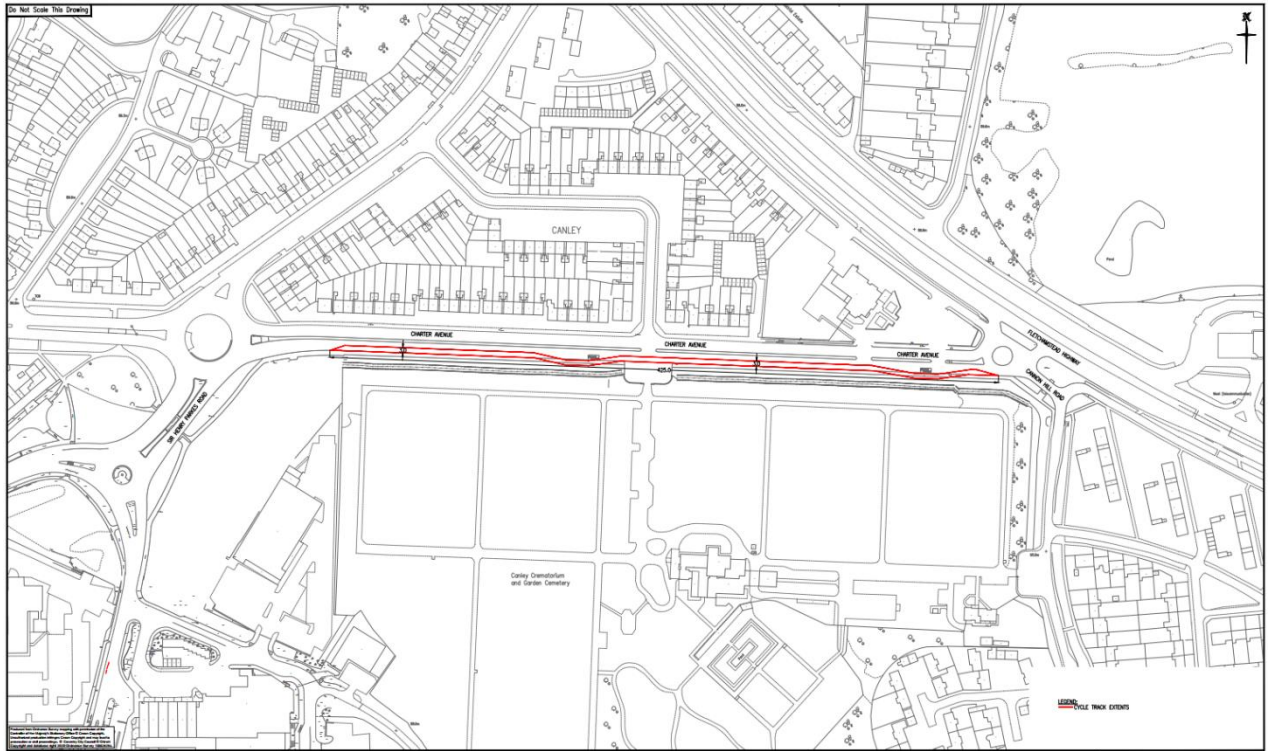
- 1.1 Through the government's Emergency Active Travel Fund programme, a cycle lane was provided on Charter Avenue, Canley between the A45 and Sir Henry Parkes Road, improving access by cycle from the city centre to the University of Warwick campus. Works to install segregation kerbs along the cycle route will start in January and this report seeks approval to officially designate it as a 'cycle track' utilising the Council's powers under the Highways Act. This cycle track would become part of the National Cycle Network and connect to Kenilworth via an improved cycle route along Lynchgate Road.

2. Options considered and recommended proposal

- 2.1 Options to enhance the cycle route between the A45 and Sir Henry Parkes Road have been considered, including observation of traffic using Charter Avenue.
- 2.2 The first option considered was to maintain the existing alignment on the carriageway on Charter Avenue and provide additional light segregation.
- 2.3 An alternative option considered was to relocate the route into the verge on the south side of Charter Avenue, but this was not deemed practical due to underground services.
- 2.4 The recommended proposal, shown in figure 1 below, maintains the existing alignment of the cycle route on the carriageway, except at the two bus stops where the cycle track is set back to allow buses to pull in. This arrangement allows space for cars to overtake stationary buses. This preferred option creates a permanent 2 way cycle track on Charter Avenue between Cannon Hill Road in the east and Sir Henry Parkes Road in the west. This requires the revocation of the cycle lane Traffic Regulation Order and changing a short section of footway to cycle track at the bus stops as shown in figures 2 and 3 below
- 2.5 Pursuant to Section 329 of the Highways Act 1980 a 'Cycle Track' is defined as means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the [Road Traffic Act 1988](#)) with or without a right of way on foot;

Location Plans:

Figure 1: Location Plan – Charter Avenue Cycle Track



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Figure 2: Location Plan – Charter Avenue Bus Stop (west of Cannon Hill Road)

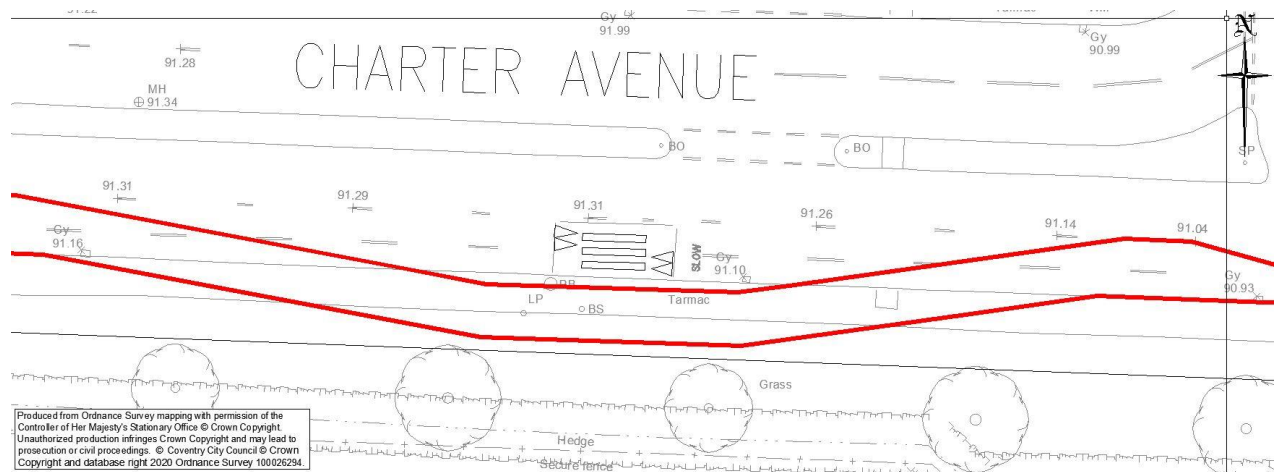
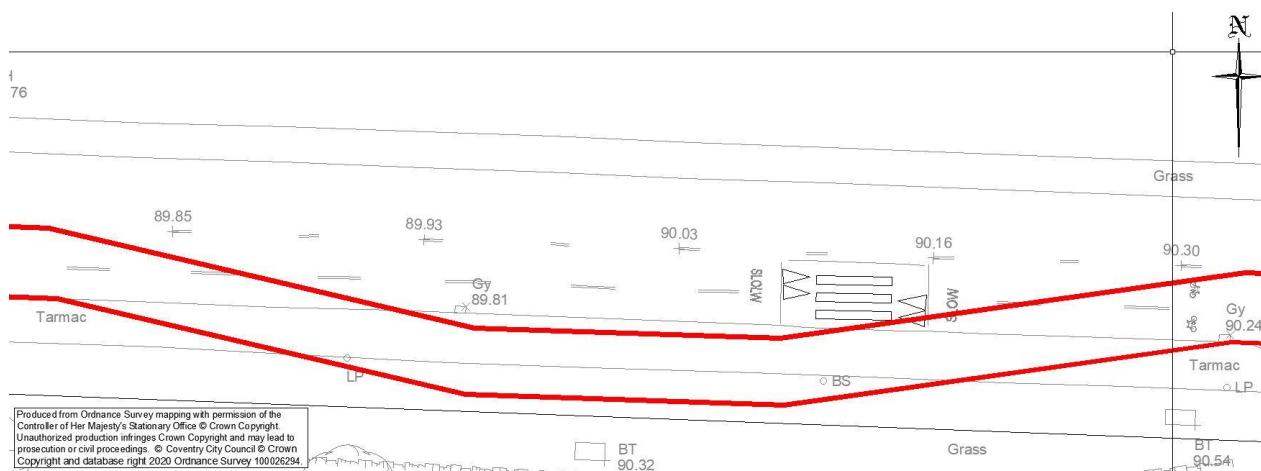


Figure 3: Location Plan – Charter Avenue Bus Stop (east of Sir Henry Parkes Road)



3. Results of consultation undertaken

- 3.1 A consultation carried out in March 2021 found that 85% of respondents supported segregated cycleways, which are physically separated from vehicular traffic. The resulting scheme proposals have taken on board feedback in terms of arrangements at bus stops and allowing cars to pass buses. The scheme is supported by the University of Warwick and forms the first phase of a network to serve Canley, Cannon Park and the campus via Lynchgate Road.

4. Timetable for implementing this decision

- 4.1 In the event approval is given for these designations, the appropriate signage and infrastructure will be implemented in the 2022/23 financial year.

5. Comments from Chief Operating Officer (Section 151 Officer) and Chief Legal Officer

5.1 Financial implications

The implementation of the cycle track will be funded from the grant allocation of £0.25M from the Department for Transport's Active Travel Fund, administered through the West Midlands Combined Authority. Contingency and impact of inflation have been assessed and built in within the budget. Any cost pressures on the budget will be managed within the transportation service area.

5.2 Legal implications

As a local highway authority, the Council may, pursuant to powers pursuant to s.65 of the Highways Act 1980, construct in or by the side of a highway maintainable at the public expense a cycle track which forms part of the highway. Under the Council's Constitution, these powers are not delegated to officers.

The proposed revocation of the Traffic Regulation Order referred to in this report may be advertised pursuant to existing delegated powers in favour of the Director of Transportation and Highways and made pursuant to powers contained in the Road Traffic Regulation Act 1984.

6. Other implications

6.1 How will this contribute to the Council Plan (www.coventry.gov.uk/councilplan/)?

These proposals support the Council's core aims, as set out in the Council Plan, by: improving health and wellbeing by helping local residents lead healthier lifestyles by increasing the opportunities for cycling. In addition, the works will promote the growth of a sustainable economy by helping local people to access employment opportunities and also increase access to arts, sports and cultural opportunities

6.2 How is risk being managed?

There are no significant risks associated with the project. Works are minimal and low risk. The overall costs are also relatively low, and any additional costs can be managed within the budget available.

6.3 What is the impact on the organisation?

None

6.4 Equality Impact Assessment (EIA)

An Equality Impact Assessment was undertaken for the earlier scheme and no adverse negative impact was identified. Further monitoring and evaluation will be undertaken and the schemes will be subject to amendment if/as required.

6.5 Implications for (or impact on) climate change and the environment

The works will have a positive impact on the environment by improving the cycle network within, making cycling a more attractive travel option for local journeys, thereby encouraging modal shift from car to cycling for such journeys.

6.6 Implications for partner organisations?

None

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