



Coventry City Council

City Centre Changes

**Report of consultation which took place between
27 November and 17 December 2023**

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1. Background

We are getting the city centre ready for some new developments. This includes a short route for Coventry Very Light Rail and a fully segregated cycleway. These will help reduce air pollution and make the city centre a healthier and safer place.

The Coventry Very Light Rail route will go from Warwick Road to the former IKEA building initially, and later to Pool Meadow bus station. The cycleway will connect the Railway Station to Pool Meadow bus station. It will also link to some of the new routes coming into the city centre from Coundon and Foleshill.

To implement these schemes, we need to make some changes to traffic.

Red route

To improve bus journey reliability and get ready for Coventry Very Light Rail, we will be installing a red route. This is shown on the map on the next page and includes Warwick Road to Pool Meadow bus station along Corporation Street, the Trinity Street/Burges loop as well as Bishop Street to Ring Road Junction 1 and New Union Street to Ring Road Junction 5.

A red route means that where there is a double red line along the kerb, no stopping is allowed at any time, even to drop off or pick up passengers or deliver loads.

Red routes help keep traffic flowing and reduce congestion. The red route will be enforced using smart camera technology which will capture the vehicle registration numbers of motorists who stop their vehicle or park illegally.

Red route restrictions will not apply to emergency service vehicles, blue badge holders or taxis. All other vehicles will need to use specific parking bays which will be clearly signed and marked on the road to stop along the route.

To implement the red route, we need to reduce the size of the current city centre restricted parking zone. This will mean that certain streets where yellow lines were previously removed, double yellow lines will be re-introduced. This will be done at the same time as the red route. Parking will be available in the car parks or the marked parking bays. The majority of existing parking bays on the red route and double yellow areas will remain.

Coventry Very Light Rail route

Coventry Very Light Rail will provide an alternative to cars, help to improve air quality and reduce congestion. The new vehicle and track will provide a reliable, frequent, environmentally friendly, hop-on hop-off transport system in Coventry and other cities

and towns, at a lower cost than conventional light rail tram systems, whilst still providing the same benefits.

Installation of the system will secure local investment, provide local, high-skilled jobs, and put Coventry at the forefront of the green industrial revolution.

The Coventry Very Light Rail route will allow us to showcase the track and vehicle in a real city environment.

Work to prepare the area for the first section of Coventry Very Light Rail will begin in Spring 2024.

Segregated cycleway

The new section of segregated cycleway will be positioned between the pavement and the road and be physically separated from both. The cycleway will be located alongside the VLR route, starting from Greyfriars Green (Starley Statue) all the way to Pool Meadow bus station. We hope to start work on the cycleway in Autumn 2024.

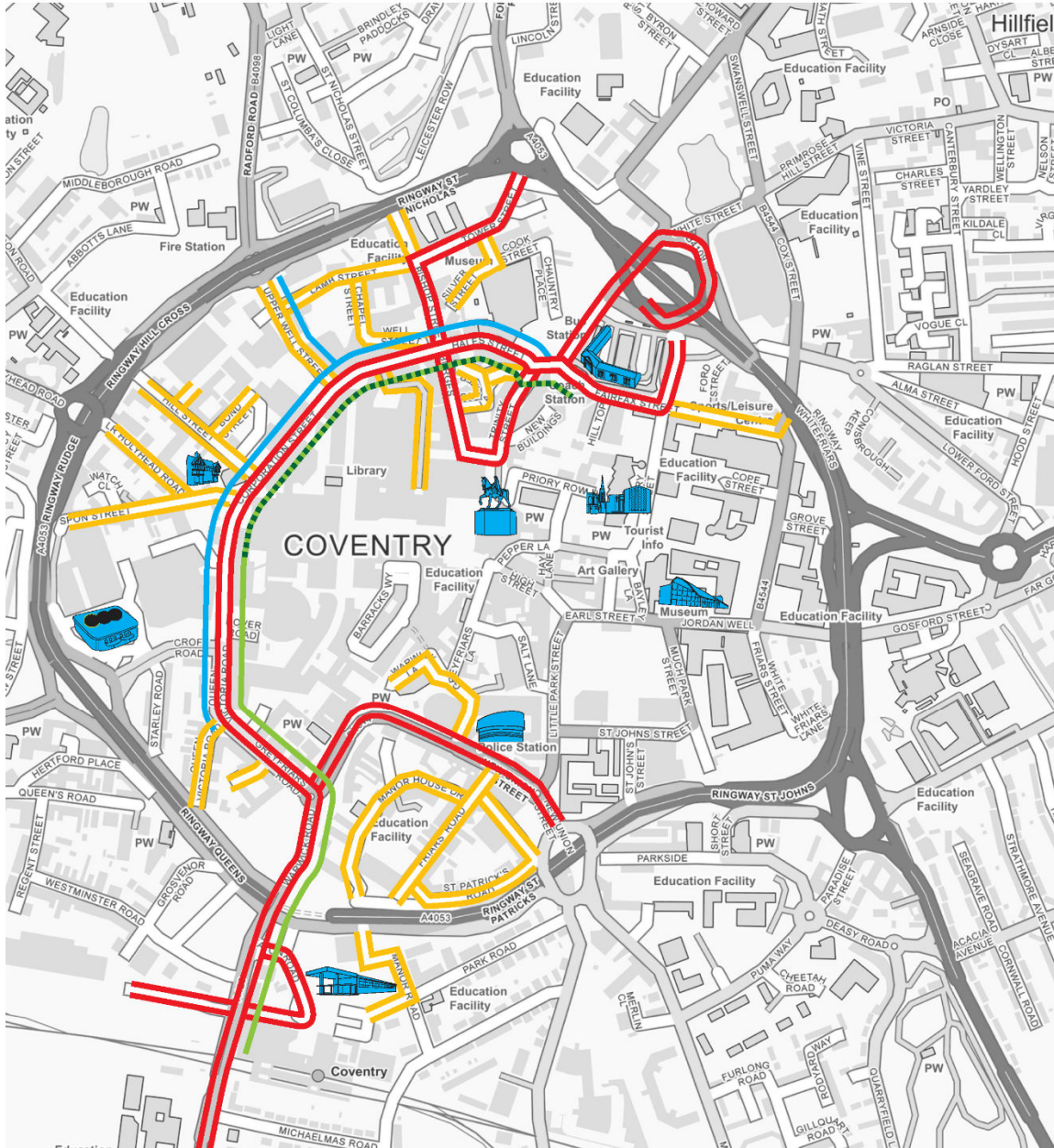
We also plan to make some changes to allow cyclists to travel in the opposite direction on a number of one-way traffic streets. The following streets will become contraflow streets for cyclists:

- Bishop Street (from Tower Street to Ring Road)
- Cheylesmore
- Greyfriars Lane
- Lamb Street
- Manor Road
- Salt Lane
- St Patrick's Road

This will make it easier for cycles to access parts of the city centre that are further away from the proposed new segregated cycleway route.

Plan showing changes

- ~ Red route
- ~ Coventry Very Light Rail phase one
- ~ New segregated cycleway
- ~ Double yellow lines
- ~ Coventry Very Light Rail phase two



2. Methodology

A Street News newsletter was delivered to over 6,000 properties in and around the city centre via Royal Mail. This contained information about the changes and a link to the Council's Let Talk online page where people could complete a survey to tell us what they thought.

Two drop-in sessions were held for people to find out more and ask questions:

Thursday 7 December
St John the Baptist Church, Fleet Street, CV1 3AY, Main Hall
10am to 12pm

Wednesday 13 December
Council House, Earl Street, CV1 5RR, Committee Room 2
3pm to 7pm

The Street News also included the project managers direct email address and telephone number for those people who couldn't make the drop-in sessions.

3. Feedback

3.1 Let's Talk survey

Throughout the consultation period of 27 November to 17 December 2023 a survey was available on the Council's Let talk website so people could tell us what they thought. The page was accessed 803 times, other information on the page, including the plan, had 340 views and 104 people completed the survey.

The individual responses can be seen in appendix 1. The main themes of the feedback are shown below with some example comments.

1. Is there anything you want to tell us about the Red Route

Comments have been themed and shown in the table below:

Theme	Number
In favour	34
Against	22
Pick up/drop off areas	13
Enforcement	11
Reduce visits to city centre	9
Parking Spaces	8

The majority of comments received were in favour of the implementation of the Red Route

"It's a great idea as it reduces congestion and increases reliability of buses"
"Good solution to keeping traffic moving around the centre as it often gets jammed up"

Some whilst in agreement did voice concern with the route covered.

"The main red route is sensible but I don't understand why roads like New Union St and Bishops Road are included"

Those respondents that are against the proposed red route, pointed to the fact that it is waste of money and that it will add more confusion to driving in the city centre.

"The city centre is a nightmare now with how the roads are layed out . It will just get worse when you do these works the money is better spent elsewhere"

"It is not a good idea. The city centre is easily accessible and ability to get around is very good. All of these measures are going to clutter a smaller city centre. We are not Birmingham!"

"Yes - it sounds like a way for you to make money. If you wanted to pick someone up from the city centre it adds unnecessary complexity when it is not warranted."

Concerns were raised about the availability of drop off zones, especially for people with reduced mobility and blue badge parking.

"Please ensure blue badge holders can still park where they do now-Corporation St, Queen Victoria Rd and Hill St."

"I would like to know what provision there will be for people needing to be dropped off or picked up from the coach station. It looks like it will now be impossible."

Enforcement of the route is also raised as a concern, with a fear that it will not be enforced properly.

"How do you plan to enforce the red route? Without enforcement, there will be widespread abuse of the zone"

"If it is going to be policed as poorly as the current double yellow lines in the city then it will be a total waste of time and money."

There is a fear that the proposal will result in less visitors to the city centre.

"Great idea for stopping people visiting the city centre with all those cameras against cars"

"I think your plans will contribute to the further destruction of the City Centre"

The amount of on street parking available has been questioned.

"is the intent to remove all on street parking (free or Pay and display). Will there be extra provision for those living on these side streets withing the proposed area?"

"I'm most concerned though about the efficacy of putting double yellow lines on several side roads in the city centre (Friars Road and Lower Holyhead Road being two I've used

to park on many times)... I assume if parking spaces are being removed, you have ensured that sufficient capacity remains for all times of day."

2. Is there anything you want to tell us about the segregated cycleway?

Comments have been themed and shown in the table below:

Theme	Number
In favour	49
Connectivity with other cycleways	30
Against	28
Usage	12
Information	4

The majority of comments made were in favour of the proposed cycleway, many of which were very positive that it is a segregated cycleway planned.

"Great to see dedicated paths to expand the current dedicated cycleways in the city"

"It is encouraging to see Coventry invest more in sustainable transport infrastructure, including dedicated cycle paths."

"Coventry city centre is flat and perfect for cycling. Segregated cycle ways are vitally important to encourage people to use bicycles as many do not feel safe on the roads. The city centre is currently too difficult to navigate on the bike so dedicated routes would help massively"

Connectivity with other cycle routes received a large number of comments.

"Making the city more bike friendly is a good thing. Having an interconnected network throughout the city is a great plan!"

"Completely avoids going into the city centre or anywhere you might want to go to. Does look like a ring road for cycling rather than a joined up cycling infrastructure"

"Fantastic idea. This would connect the radial cycleways (Coundon and proposed Foleshill). It needs however extending to the connection to Earlsdon via the Central Six bridge and the Binley cycleway."

"It's probably already the plan but I have some recommendations for key links that should improve this new cycleways connection to the wider network. Victoria road and warwick row to link with the cycleway over central six and to kenilworth. From warwick row across greyfriars green to the toucan crossing by the station. It also looks like a link up croft road to the recent improvements at the butts junction is missing."

Those that are against the proposal tended to comment on the waste of money and the fact that the cycle ways that are in place are not being utilised.

"Complete waste of time effort and money. Plus all the inconvenience while putting them in place."

“Not used enough to warrant the expense”

“You are trying to introduce cycle lanes for a very small minority. Older residents will not be jumping on cycles and they are a prime group visiting the City Centre during the day.”

“Another waste of time and money, the Binley Road and Coundon routes are barely used.”

A small number of respondents asked for more information.

“Will cyclists be signposted the best route in between the train station and the bus station?”

“Please can you give detailed plans how this will look”

3. Is there anything you want to tell us about the Coventry Very Light rail route?

Comments have been themed and shown in the table below:

Theme	Number
In favour	40
Against	28
Proposed route	15
Future routes	13
Congestion	8

The majority of comments are in favour of the CVLR proposal and view it as an exciting opportunity.

“Will be positive to see this in operation. Can't wait for a full network!”

“Excellent, expand it as quickly as feasible.”

“A logical first introduction of the scheme.”

Those that expressed opinions against the proposal cited the waste of money, alongside the disruption it will bring and the fact that we already have good electric bus routes that can carry more passengers.

“As this route is already covered by environmentally friendly electrical busses and electric busses are not tied to a rail track it seems a complete white elephant.”

“Waste of money. No transparency how it will be funded. Has been going on for years. What does the business case say? How many millions has been spent on it until now??”

“If you improved the bus services, do we need one. It's a simple calculation: how many people can a double decker bus carry as against how many the light railway can”

A number of comments were made about the proposed initial route, with some saying it was too short to be useful.

“Can’t see the point of spending that much money on such a short track!”

“This is a brilliant start to what I hope will be a long term project and is very exciting for the city. I would be tempted to extend the route a bit further up to belgrade plaza to encourage higher usage”

A number of suggestions were made for future extensions of the route.

“Exciting to see this start and the route between the station and Pool Meadow a good choice. Hope it continues to the memorial park and the university quickly.”

“Looking forward to seeing this initial route installed, and expansion of the system later on to other high traffic parts of the city e.g. by the CBS arena.”

“TfWM are further very supportive of Coventry VLR from a WMCA perspective and would want to see good connectivity through VLR”

A concern that was raised by a number of respondents was the fact that CVLR would cause or get caught up in the congestion that is already there on the planned route.

“I am broadly in favour with one question. Given the congestion on Warwick Road during the periods when the CVLR will likely be in highest demand (ie peak commuter times), how will you ensure prioritisation for CVLR traffic? If the CVLR vehicles just get stuck in the same traffic as car users, it could disincentivise it's use.”

“A good idea, but need to ensure it doesn't get stuck in traffic or it will be no better than a bus.”

“Looks good, however, I am not sure how it will with the current road layout at Jn 6 and Central 6. These 2 sections are painful to drive around now without adding in the VLR, which will add an extra level of delay and confusion.”

Survey respondent demographics

How old are you?	
16-24	6
25-34	10
35-44	17
45-54	20
55-64	25
65-74	15
75-84	8
85+	1

How would you describe your ethnic background?	
White - English/Welsh/Scottish/Northern Irish/British	83
White - Other	8
Mixed - Other	1
Asian/ Asian British - Indian	4
Other	1
Mixed - White and Black Caribbean	1

How would you best describe yourself?	
Male	76
Female	17
Prefer not to say	7

Do you consider yourself to be a disabled person?	
Yes	17
No	87

3.2 Drop-in sessions

Two drop-in sessions were held so people could find out more and ask the project team questions. The following feedback was received at these:

Drop-in session 1 – Thursday 7 December 2023, 10am to 12noon at St. John’s Baptist Church. Attended by 20 people.

- Several people came in to ask about how parking/loading would be affected by the new lining system – they were reassured that all existing parking/loading was to be retained with the new lining.
- Some people requested additional parking on Hill St if the lining was to be redone where widths permitted.
- One person requested if the Fleet St taxi bay outside St John the Baptist Church could be made shared use to allow for congregation to park there on Sunday mornings.
- A couple of business owners from the Burges expressed dislike at the red route around the Hales Street/Trinity Street/Burges Loop (but not for the rest of the route, they thought this was a good idea). They were happy with the ANPR bus gate and the times from the CCMTTP Ph1B scheme but unhappy with the addition of the red route.
- A business representative expressed dislike at the bus gate but welcomed a red route.
- Burges business owners complained that some people were turning right from Corporation Street into Burges against the traffic flow and turning around near the Cov Cross after collecting/loading/unloading to avoid getting a ticket from driving past the ANPR on Hales Street.
- A number of people complained about the wider rising cost of car parking around the city.
- One member of public who lives on Warwick Road and is a frequent cyclist wanted to know why there wasn’t a segregated cycle route for the whole length of track. They also asked why we needed a VLR option and how this would work with existing traffic flows. They reported people preferred private vehicles to trams. Concern was also raised about the funding sources, costs and whether the scheme would be delivered as planned and under budget.

Drop-in session 2 – Wednesday 13 December 2023, 3pm to 7pm at the Council House. Attended by 4 people.

- Opposition to CVLR and a desire to see the money spent on housing instead.
- Support for the introduction of CVLR and looked forward to the implementation of the new CVLR transport method and the changes to the public transport system. Also hoped that the cycleway would be continued around the wider city area and not just feature alongside the route.
- Request to know the cost of the cycle lane vs the anticipated benefits it would bring.

3.3 Email correspondence

During the consultation period the following emails were received. These were responded to by the project team.

Date received	Email
25 November 2023	<p>Thank you for the circular giving details of the proposed city centre changes.</p> <p>Will you please tell me the details of how this is to be funded ? Where is the money coming from for this huge project ?</p>
27 November 2023	<p>I have read through the Street News information leaflet and considered the plans and I am rather baffled by it.</p> <p>Businesses all over the city centre are shutting down so the council is planning on limiting the what is probably the most popular way for anyone to access it?</p> <p>What research has been put into this proposal? How is a light rail that doesn't cover the breadth of the ring road meant to bring in business? And pushing people to buses when the councils previous plans have done nothing increase congestion on roads around the city seems conflicting.</p> <p>Also, as a current resident of Friars Road it's genuinely concerning that I would be expected to park hundreds of meters away at best and that what alternative arrangements are not even mentioned in the leaflet.</p> <p>This whole plan seems to offer zero consideration to the problems it will cause, how it will tackle them and provides little to no real justification for all of the plans, which given the Councils very public financial issues seems outlandish at best.</p>
15 December 2023	<p>We welcomed the previous council policy of removing the clutter of street signs and yellow lines in the city centre and it is disappointing to see it return.</p> <p>However, yellow lines were hastily painted over so now we have a patchwork of speckled black and yellow lines with nothing to tell drivers that parking in parts of the city centre is only permitted in marked spaces. For the future, the installation of both yellow and red lines as well as retaining no-waiting areas without yellow lines is likely to be confusing to motorists and might bring the City Council into disrepute.</p> <p>We welcome the proposed cycleway, especially following the recent banning of e-bikes in the Precinct areas. However, we have concerns about the contraflow cycle lanes, which are a potential danger to cyclists. They will need to be clearly marked on the street, unlike the existing one in St. John Street.</p>

We welcome the introduction of the VLR experiment in the city centre, but an open-minded approach to monitoring and review will be needed to see if there are any genuine advantages over buses. Considerable public support will be needed if the Council is then to make a bid to build the route to University Hospital.

We are disappointed that the VLR route and City Centre South appear not to have been designed together. We would have expected a more co-ordinated approach. The proposals also seem to be isolated from the current local plan review. With the city's reputation for corporate planning, we would have expected a closer alignment of land use planning and transport planning.

The council's plans for City Centre South already significantly reduce the amount of car parking in the city centre and the recently increased car parking prices and night-time charges all carry the risk of reducing trade in the city centre. This might reinforce the decline of the city centre.

Appendix one – Let's Talk survey responses in full

All responses are recorded as they were received. Any redactions are to protect identities.

Question one – is there anything you want to tell us about the red route?

It's a great idea as it reduces congestion and increases reliability of buses

Need sufficient pick-up/drop off areas or 10 minutes free in car parks.

Seems appropriate to create a clearer corridor between the bus and train station
Good idea to keep cars moving

Very light has been talked about for 6 years? What have the council achieved other than given commercial contracts and waste public funding into the millions. How does very light rail differ to any metro system? Birmingham city metro is ideal given the size of the city. But is this 'glory' project needed?

Does Coventry need the light railway or is this just another way of counsel spending even more money?

"Please ensure blue badge holders can still park where they do now- Corporation St, Queen Victoria Rd and Hill St."

I hope that the parking bays on Hill Street will be retained as they are used by customers of the few businesses on the street. Many of the customers are elderly and would be unable to walk from the nearest carpark. Hill Street is a cul de sac and therefore no through traffic.

Great idea for stopping people visiting the city centre with all those cameras against cars

"What happens to the EV charging bays ?

EV useage should be encouraged if air quality is a key requirement."

Red routes sounds great, I would even go further and take cars off some streets.

The city centre is a nightmare now with how the roads are layed out . It will just get worse when you do these works the money is better spent elsewhere

How do you plan to enforce the red route? Without enforcement, there will be widespread abuse of the zone. Why the exemption for taxis? Taxis should use designated taxi ranks or bays. Uber drivers already cause enough chaos, especially along Corporation Street and Victoria Road with their illegal stopping and parking.

If it is going to be policed as poorly as the current double yellow lines in the city then it will be a total waste of time and money.

Good solution to keeping traffic moving around the centre as it often gets jammed up

No

Is this necessary to facilitate the other two? If so, I'm happy to see it.

I understand the need for this

It's a good idea for traffic flow

Happy with proposed changes

Looks good but I'm not sure why taxis are exempt from it. As a cyclist, it's often taxis that cause the most danger in the city centre.

"Just don't do any of this, the redesigned ringroad junction at the old Ikea building seems to have achieved nothing, traffic doesn't seem to have improved or worsened, it's just cost a lot of money. The Gulson road remodelling has increased congestion and decreased motorists good behaviour changing lanes.

Apart from the work in Spon end which has actually improved the traffic flow, I can't think of any road changes which have benefitted motorists, every time I hear of ""improvements or changes"", my heart sinks."

Another notch in the coffin of cars in the city centre

"NO!! The idea of more spy cameras surveiling us horrifies me. I don't trust the average speed traps installed from a data privacy aspect either.

If the road is clear, there is no reason why you should not stop for 30s to let someone out.

Will this include reduced mobility citizens too? If it does, it's an ill thought out and insensitive measure.

Every time the council seems to have a brilliant idea, the reality is it's a worsening of the current situation.

We keep hearing about the death of business and a reduction in trade in the city centre, the solution is not more restrictions to discourage folk from visiting, it's easier and cheaper access, predominantly for cars. Free parking would be a huge incentive to start visiting the city centre again. With the advent of internet shopping and out of town retail areas, the council should be bending over backwards to encourage more footfall, unless you really do want to kill the centre."

The map on the website is too small to see.

Looks good, would stop congestion and keep public transport moving

I think it is going to make it very difficult for motorists to enter the city centre for fear of getting a fine. It may confuse drivers as to where it is appropriate to drop up or pick up people.

"I support the red route but I think some consideration should be given for very short-term parking.

Food delivery drivers are crucial to the eateries and restaurants in our booming city centre, and we don't want to make collecting food orders difficult.

I am not a delivery driver but I often collect food from local restaurants in the city centre for my family

and it can be difficult to find somewhere to stop and park. Multistorey car parks are not a good option for this.

I would also advise against introducing the yellow lines on Fairfax Street for the above reasons . There are bays there which were previously pick-up drop off for the old sports centre but are handy for the food delivery pickup and for Pool Meadow pickup.

I would also recommend fully pedestrianising Spon Street to allow restaurants and bars to take over the road and create a lively area similar to those in London where pedestrians can socialise."

You are incredible greedy. Shame to you!

If it minimises the number of cars stopping and starting, I'm all for it.

Red routes are not enforced now so it won't help

no

I have no objections to the planned red routes.

No

No

Good idea.

"Supportive - especially if it can address the problem of Ubers blocking up Station Square which has become a congestion nightmare!

A short bus lane across should be provided between Central 6 ""roundabout"" and the bus stop for 12X buses to Warwick University."

How will it affect King Henry VIII School?

Happy with proposal

There is lots of parking in the city centre and this red route is a good idea. However, unlike other areas of the city it will need to be enforced

Where is the money coming from to do all this ,the council says they are going bankrupt it's just a waste of money

No

no :)

No

NA ..

Totally not needed and will kill off vital trade in the city centee

I'm all for no parking in and around the city centre but with the lack of pay and display parking because yet another student apartment block needed to be built there's a definite lack of legitimate parking

If it as well 'policed' as every other red route in the city, I'd say a complete waste of paint and money. Why not get out and look at streets outside of the city centre that are red routes. They are regularly littered with cars. You can't currently control parking in the city centre. Try walking along the proposed red route during the evening and you will see cars parked on pavements, in bus stop pull-ins and on junctions, not to mention the antisocial behaviours of speeding and noisy exhaust modifications. Why not spend the money on more traffic wardens and have them working until midnight, when most pubs and restaurants have shut. At the moment, the problem is so bad, that costs of wardens would soon be recouped from parking fines.

Red routes in London have shown not to increase journey speeds for public service vehicles

Would support the proposals to encourage more use of public transport, safer cycling and walking routes and improved air quality.

Very keen on this to reduce pollution and calm the city centre

I support anything that reduces the traffic

Just another ploy by a cash strapped Council to try and force motorists into over-priced Council car parks or create space for unused cycle lanes. Will simple mean less cars bringing people into the city centre, less footfall, less income , more closed shops, less jobs. You can only attack motorists so much until they simply stop coming. Anyway this survey just forms part of the "public consultation" process and you will just ignore any views that dont fit into your view of the universe.

Waste of time never worked on Ansty Road

Will this route help the buses move more easily as currently they can get stuck in traffic from the Burges?

No, I think this is a great idea.

Good idea.

There is not enough short stop parking know,yellow lines are already in place . Waist of money. Will only push the town in to a goast town it is already becoming.

"It is not a good idea. The city centre is easily accessible and ability to get around is very good.

All of these measures are going to clutter a smaller city centre.

We are not Birmingham!"

"I think your plans will contribute to the further destruction of the City Centre. Check on the reality of bus use (highlighted by the reduction in services we are presently witnessing) and the truth about the imaginary cyclists you keep telling us about and you will realise the damage you are doing to the icy and City Centre. Stop using flawed statistics to justify your Ill thought out plans.

Red Routes.

~~The camera-monitored parking/stopping supervision proposed for the red routes should be applied~~

first to Far Gosford Street, Primrose Hill Street and the Burges where parked vehicles routinely obstruct buses.

Yellow lines were hastily painted over in the city centre so now we have a patchwork of speckled black and yellow lines with nothing to tell drivers that parking in the city centre is only permitted in marked spaces (if that's still the rule - how is anyone to know without clear signage?) While it was good to get rid of yellow lines you are now proposing a mixture of new yellow lines and no-waiting areas with no yellow lines. We need to be consistent."

Digging more things up, causing more pollution. Totally unnecessary. It's more important to enforce protection of pedestrians on paths.

Should not be implemented

A lot of us have mobility issues and would like to be dropped off and picked up closer to the location .

Don't bother

There is a danger that the restrictions will encourage drivers to drop off on private or semi-private land adjacent to the route such as in the car park in front of the Quadrant offices;

Providing VLR happens the red route is probably fine however making the majority of the city centre double yellows seems excessive. Car parks are inadequate in the centre and most shut early. The south scheme will see car parks shutting too. You are making the centre impossible to access which will have a major impact on trade which is already suffering. New builds also will not be attractive without parking.

I support the red route as a logical means of supporting easier traffic flows along the city centre circulatory roads and improving air quality.

Good idea

The red route will only work if traffic is moved on as double yellow lines do not deter parking in congested areas

Without proper control and interventions then again like many other Coventry projects this will be a complete waste of time and money. Given we promote a greater student population in Coventry, many being from outside of the UK, then most will not understand the rules behind the lines.

Ensuring cars that would have parked on the red route don't just park on the pavement is a concern.

Good idea!

"Yes - it sounds like a way for you to make money.

If you wanted to pick someone up from the city centre it adds unnecessary complexity when it is not warranted."

Doesn't make a difference if it is not enforced. I've seen taxi drivers and vehicles parked wherever they like. Same as the banned electric scooters and electric cyclists. Three of them seized but still plenty zooming about on pavements and city centre.

I am glad that the red route includes more double yellow lines. Too many parked cars cause congestion, reinforcing the bad reputation that buses get for being too slow and only for poor people.

They would also make the pavement safer for people who use wheelchairs and buggies and give people a clearer view of the road. It is also safer for children who may want to cross the road. red route is OK as will prevent people parking in the way of traffic flow. The extension to double yellow lines on roads; is the intent to remove all on street parking (free or Pay and display). Will there be extra provision for those living on these side streets withing the proposed area?

Good idea

I would like to know what provision there will be for people needing to be dropped off or picked up from the coach station. It looks like it will now be impossible.

You want to reduce traffic, I understand that but have you considered how people should be dropped off and collected when they are at the train station, bus station, or collecting large items from shops in the centre? What impact will you have on local businesses? I currently use crutches or wheelchair but I don't qualify for a blue badge. Getting dropped off is a lifeline I'm not prepared to lose. Implement a one way system with lots of 5 minute drop off zones and use ANPR to police them. Simple, convenient, accessible to all. Limited traffic.

A few queries about this. Will existing taxi ranks or disabled bays be removed, such as those outside the Town Crier? The proposed red route roads are largely not used for legal parking anyway at present and it makes sense for these to be red routes where the VLR will travel along such roads. I'm not convinced about the need for New Union Street to be a red route though - this isn't on the current VLR planned route, and it appears parking spaces would be lost here, which would concern local businesses. I'm most concerned though about the efficacy of putting double yellow lines on several side roads in the city centre (Friars Road and Lower Holyhead Road being two I've used to park on many times). Whilst it may be intentional to try and restrict parking to the various car parks around the city centre, and the recent imposition of evening parking charges removes much of the incentive to park on-street anyway, there will be people with mobility issues who may struggle to cover the extra distance. I assume if parking spaces are being removed, you have ensured that sufficient capacity remains for all times of day.

The main red route is sensible but I don't understand why roads like New Union St and Bishops Road are included. You also need to think the station drop off and collection; the council car park at the station takes 5 mins to find a parking space so is not ideal for drop off and collection.

"This response is by Transport for West Midlands (TfWM), who are the transport arm of the WMCA and the region's Local Transport Authority. Our comments consist mainly of general, strategic points on various modes including public transport services, smart and active travel and the Key Route Network (KRN).

While no detail designs are being consulted on at this stage, the principles outlined for red routes, segregated cycleways and VLR routes clearly echo our high-level policies within our West Midlands Local Transport Plan 5 suite of documents and provides opportunities to help us create better places, healthy sustainable habits, low emissions, and drive real change in people's travel behaviours, at the scale, direction and pace needed. We therefore fully welcome this vision and we will work alongside Coventry City Council to help deliver on this in partnership.

Concerning the West Midlands Key Route Network (KRN), these proposals in their current phase have no apparent immediate impacts on the KRN. We are supportive of this phase to move forward VLR and welcome the segregated cycleway and red routes, as all will assist with the larger objective of moving journeys away from single occupancy private cars and onto public transport and active travel which in turn will bring wider benefits to the KRN.

Where there is opportunity for the red route proposals into Station Square via Eaton Rd addressing the extreme congestion caused by private hire (predominantly Uber) vehicles in this area, thus would

also be of huge benefit.

Exploring opportunities to extend the Red Route as far as Bus Stops WR5 (inbound) and WR6 (Outbound) would also be a benefit, as access to these bus stops is often made more difficult by private hire vehicles picking up / dropping off.

Additionally, bus access to stop WR6 would be made considerably easier (with a positive impact on timings) if a short section of bus lane were to be provided from either the Central 6 “roundabout” or ideally Eaton Road and this maybe something the consultation could explore further with TfWM. We strongly welcome measures to manage parking in the city centre which will assist with the movement of public transport and active travel modes, contributing to an efficient and reliable network with wider air quality and decarbonisation benefits. However, TfWM are interested to learn more on how the use of smart camera technology will assist with maintaining the movement of vehicles and help fully enforce these measures.

Where parking is still allowed and provided for, care will need to be taken to ensure car doors and good being loaded/unloaded do not encroach onto the cycleway.

"There was far too little warning of this survey, there is so much to comment on, but many of us actually have many other things to do, although I'm sure I am wasting my time & thoughts anyway. The Council planners are not going to change their plans.

The red route is fairly pointless, as suggested a red route is useful in assisting the flow of traffic, but I haven't seen much evidence of jams in the red route roads caused by vehicles other than taxis, buses, & delivery vehicles !! I've never seen jams in Fairfax Street caused by parked cars, (Ubers yes, they are complete pest everywhere, just stopping anywhere) , & I've never seen any vehicles stopping on the road round White street coach park !

I just don't see how the red route will actually make buses run more on time,.....that suggestion is utter rubbish. At any time buses can be held up on Radford Road, Foleshill Road, Holyhead Road, Ball Hill, & Binley Road, but not actually in town.

Generally the City Centre changes are more likely to reduce visits to the City Centre.

Yet where there is a real problem with slow moving, polluting traffic, with much of it caused by indiscriminate parking, like Foleshill Road, the council are not interested in a red route. I'm not clear on the reason for adding double yellow lines on so many side roads, how can that facilitate the red route ? The parking on some of those 'side roads' can be quite useful, especially for people living in Friars Road for instance, or people visiting a business in Queens road. I work in Friars house, & I really can't see how double yellow lines in Manor House Drive will help anyhow, there is hardly any traffic there, & already parking restrictions
"

Question two – is there anything you want to tell us about the segregated cycleway?

Again, very good idea as cycling is healthy, good for the environment and a segregated cycleway means that it's safe to do so

The days of street design being based on the car is king should be over and walking and cycling should be the new priority. The cycleway is not a complete bidirectional route. This needs to be sorted first by building vlr as tracks are dangerous for cyclists

It should extend to the cycle parking at the Railway station.

Needs to be connected to other cycle lanes and safe routes in and out of the city centre. The ring road is a barrier for cyclists and pedestrians, the routes under and over the ring road are miserable, dirty and off putting for pedestrians and cyclists.

"Happy about the support for cycling.

Completely avoids going into the city centre or anywhere you might want to go to.

Does look like a ring road for cycling rather than a joined up cycling infrastructure"

Great for cyclists. Could be longer though

I'm very happy to see the cycleway announced. I will use it.

Will cyclists be signposted the best route inbetween the train station and the bus station?

It's a good start, and being central and visible will help get people considering cycling as an option. But it needs to be connected, rather than sitting in isolation. The most awkward and off-putting places for cyclists are crossing the ring road. Not always easy to fix, but I wonder if the Binley cycle route will ever fulfil its potential if it only ever gets to the far end of Far Gosford St. As somebody who is on a mobility scooter, trying to negotiate some of the cycle lanes that cars parked on the smoking possible, I think it's about time that someone from the council, presumably a councillor, would ride a mobility scooter, see how some of us try and negotiate for the city.

Can you implement the Clifford Bridge Road one first

Are you going to monitor future usage to confirm that the investment has been worthwhile?

Very much needed to start connecting other cycling infrastructure coming into the centre. Really pleased to see this appear - it just needs to be fully joined up to the other schemes.

Great plan, I would extend it eastwards to meet the binley cycleway and connect it to the train station

NOBODY uses them . The only people i have seen are the delivery drivers. I use public transport along the binley road at different time of the day if you are lucky you see maybe 1-2 people using them. They have created a traffic nightmare . The way the road has been directed on the jct with princethoepe way heading into town it was 2 lanes now 1 no signage up telling drivers about this

Great idea, but will it be used? Will there be enforcement of existing rules regarding adults cycling on the pedestrian footpath?

Great to see dedicated paths to expand the current dedicated cycleways in the city
Complete waste of time effort and money. Plus all the inconvenience while putting them in place.
Brilliant idea. Please get it done.

Excellent idea and needed to link the Coundon cycle route to the city centre

I would cycle if there was segregated cycling routes, being near traffic is scary

I don't cycle but it's a good idea

A good addition to the city centre

Looks great. Definitely needed. As is more storage for bikes on the city centre. Also, pls can you restore the Starley Memorial? It's embarrassing.

Is it worth it with hardly any traffic. The route is safe now providing cyclists obey the law

The Binley cycleway junction at Gulson road has been a real bottleneck for traffic since the changes. Lane discipline is non-existent now, sadly I can't avoid driving through it without a big detour, as usual, council changes always seem to make the situation worse than it was before.,

Just leave things alone please.

There needs to be a safe cycle route from the bottom of Far Gosford Street to Jordan Well. At peak times Gosford Street is clogged with Ubers pulling onto pavements, making sudden 360 turns. The low curbs around the university library encourage this and make it very unsafe.
very good, makes cycling much safer and reduces risk for cyclists and motorists

I think it will deter motorists from coming into the city. It will probably reduce footfall in the city which will have an adverse effect on the economy.

I support another cycleway being added to our city. The contraflow around these needs to be very clearly signposted and cameras need to be in place to catch motorists abusing the cycle routes.

It is useless. Nobody will ever use it here.

Fantastic idea. This would connect the radial cycleways (Coundon and proposed Foleshill). It needs however extending to the connection to Earlsdon via the Central Six bridge and the Binley cycleway. I would hope it is completed to a similar standard as the Binley and Coundon cycleways, with priority over side roads. Cycling there currently is not pleasant at all due to the

amount of cars and particularly cabs, PHV and buses.

Not used enough to warrant the expense

"Glad to see the proposed route.

Would be great to see a similar route connecting to the Binley cycle route, that I use regularly to go to the station."

It is encouraging to see Coventry invest more in sustainable transport infrastructure, including dedicated cycle paths.

I'm all for cycleways. Not a cyclist myself but I try to use the car as little as possible.

Nothing in particular - just excited for cycling to be more accessible

Great news.

"A good idea, would be nice to sort out the area around the Starley statue and look into funding to fix it and add some lighting perhaps. It is a forgotten monument really and this will bring it to the forefront again. "

"Supportive but, priority should be to extend segregated cycleway from City Centre along Warwick Road to War Memorial Park and then down the Kenilworth Road.

Current road layout feels dangerous as a cyclist, which means many cyclists resort to riding on pavement leading to conflict with pedestrians.

Current alternative cycle route via footbridge over Central 6 car park is also too narrow (and is too indirect for many cycle trips - especially to/from station)

The current provision of three/four lanes for cars on Warwick Road between the station and Kenilworth Rd/Leamington Rd junction is unnecessary from a traffic capacity perspective and space should be reallocated to provide a segregated cycle route."

Would it not be easier to have a cycle route along Leamington Road from the A45 to through to Warwick Road or Humphrey Burton Road to town/Cheylesmore?

Happy with proposal

Coventry city centre is flat and perfect for cycling. Segregated cycle ways are vitally important to encourage people to use bicycles as many do not feel safe on the roads. The city centre is currently too difficult to navigate on the bike so dedicated routes would help massively

"What plans are in the pipeline to join the Coundon cycleway to the city centre including the new proposed route? Similarly, how is it envisaged joining up with the Binley cycleway?

To really encourage people to use bikes to get into and around town, we desperately need plenty of good quality cycle parking/storage which is both safe and secure enough to give people the confidence to leave a bike parked day or night. The large scale cycle events held in the city over

the past few years show there is an appetite for people to choose cycling as a means of transportation, however segregated cycle routes are only part of the solution - I use the Coundon cycleway frequently to travel into the city but never leave my bike unattended or out of sight."

Excellent idea. We need more of this to be safe and encourage more cycling please.

Please can you give detailed plans how this will look

Cycle lanes are a waste of money the ones on binley road is causing traffic congestion if a emergency vehicles are using the road they have a job to get though since the cycle lane has been on binley road traffic congestion at the island Humber Road binley road Gulson Road and jimmy hill is always blocked

No. It would be nice if they could provide a cycleway from Mount Nodd along the Allesbrook to Winsford Avenue and along Brookside Avenue and Allesley Old Road and I to town through Spon End.

"It's probably already the plan but I have some reccomendations for key links that should improve this new cycleways connection to the wider network.

Victoria road and warwick row to link with the cycleway over central six and to kenilworth. From warwick row across greyfriars green to the toucan crossing by the station.

It also looks like a link up croft road to the recent improvements at the butts junction is missing." Yes. While the segregated route will be useful once a cyclist/scooter-user is within the city centre, the cycle path from Coundon to the city centre is still uncompleted. It terminates at the junction of Chester Street and Coundon Road, which means cyclists/ scooter users have to use paths or roads to cover the remaining c. 500m until they reach Hill Street Bridge (at which point, they can more easily join the cycle routes within the city centre). When will the final stretch of the Coundon-City Centre cycle path be completed?

What there is of the segregated cycle path is ok but it only does half of what's needed to make a "cyclists ring road" to link the radial routes (both formal and informal) together. This could easily go along Fairfax St replacing the on street parking and Cox Street at least. Thease would be easy wins.

I think its an improvement to cycling in the city centre but it only goes part way to creating the long awaited cyclists ring road to link the new radial routes together. Some of this could be very easily done such as on Fairfax St replacing the on road parking and Cox St where the footpath could easily be narrowed.

Like the binley road cycle way, it will be a total waste of money as cyclists hardly ever use the existing one

This needs to be extended to where the existing segregated cycleway at the top of far Gosford Street finishes, as to get into town at the moment cyclist have to go onto Sky Blue Way negotiate the busy Round about and then another roundabout where may flout the no straight ahead.

I cycle to and from work 5 nights a week I get into town from chylesmore and need to get to Radford Road at the moment there's no cycle route I've tried riding around Corporation st it is very dark and the road is in a very poor condition all cycle paths need to link up at the moment there's a bit a bit there not good enough

~~Considering most cyclists, pedal power and electric, seem to prefer using the pavements even~~

when the roads are quiet and they do not take any notice of one-way systems anyway, plans to put in segregated cycleways and allow riding in any direction seems to be an expensive waste of time. Why not look at exactly how much the new cycleways elsewhere in the city are actually being used before planning another white elephant of an idea. Maybe you should start considering pedestrians and start clamping down on illegal electric scooters and the riding of bicycles in antisocial manners first. Your ban in Broadgate and the precinct hasn't stopped illegal riding. You have nobody to enforce the rules.

All makes Coventry less visitor friendly.

I would ask that consideration also be given to defining and promoting a clearly signposted on-road/off-road cycle route from the end of the new Coundon Cycleway to-and-from the recently redeveloped Coventry Station, as the legal safe route(s) for cyclists to access the train station are very ambiguous and confusing, particularly with the recent legal changes to cycling in the city centre. Furthermore, there is currently no clear information on the Council's website on how to legally and safely cycle from the Coundon Cycleway to the train station. The city centre also needs more secure and convenient cycle parking provision (preferably under cover) to encourage use of these proposed cycleway improvements.

Very keen on this to reduce pollution and calm the city centre

It's useless if it's confined to the city centre. It would need access from Walsgrave road to be useful, otherwise how do I get my bike into the city centre in the first place?

Total waste of time and money. The existing cycle routes eg Coundon are massively under used and just cause congestion and are a danger to pedestrians. Do you seriously think that people are going to cycle into town to do their shopping, if you do you are living in lala land. Anyway cyclists just use the pavement anyway as there is no enforcement despite promises. Anyway this survey just forms part of the "public consultation" process and you will just ignore any views that don't fit into your view of the universe.

As usual everything for the cyclist but not pedestrian, another waste of money, very rarely see cyclist on the current cycle routes what they propose is good, but it only goes part way to creating the long awaited cyclists ring road to link the new radial routes together. Some of this could be very easily done such as on Fairfax St replacing the on road parking and Cox St where the footpath could easily be narrowed.

Will you be enforcing cyclists to use these routes instead of them weaving in and out of the pavements they currently do. If not then it is a complete waste of time creating them if they are being used.

No, more cycleways across the city please

Centre needs this. 100% support.

More wasted money for the few who don't use the centre as it is. There not going in to town shopping on their bikes they will use their cars, if they not banned. Then if they come on their bikes they have to keep getting off and walking with them through the new no cycle areas. Why are these being done??? they are already all over Binley and I have barely seen them being used. More money wasted by the council

Could it be extended using quiet streets to make a complete ring?

As above, you are trying to introduce cycle lanes for a very small minority. Older residents will not be jumping on cycles and they are a prime group visiting the City Centre during the day. I think your cycle lanes plans will ultimately prove to be as unsuccessful and wasteful as the bus lanes that you have had to withdraw.

"All for it as long as other road users are not excluded or put in danger, for example as at the Binley cycleway where parked vehicles obstruct vision for drivers trying to enter live traffic lanes on Binley Road.

Buses meeting at the kink in the road near the cycleway crossing, have to give way as they can't both pass at the same time.

Vehicles turning left out of Brays Lane and going straight into the right turn bay to Bulls Head Lane, are liable to meet vehicles on Binley Road using the same lane to pass a bus stopped outside the Bulls Head. I've seen a near miss there. There should be an island in the middle of the road to stop that happening.

I hope future cycleways will avoid these problems."

How are pedestrians being protected?

Should not be built

Waste of money

It is important to me that the northern end in Hales Street is not implemented in such a way that it encourages cyclists to cross the pedestrian area in front of the Transport Museum to get access towards Hillfields and the north of the city.

I support the improvement of segregated cycle ways in Coventry to encourage more people to feel safer to cycle. The proposed route needs to tie in properly with the cycle route along Warwick Row which goes to the southern cycle route.

"Spending too much money on segregated cycleways across the city.

Priority should have been to improve the frequency and reliability of public transport first to encourage people out of their cars. The population is growing older, so cycle take up won't be fast.

The new cycle ways are hardly used at present.

Fixing potholes should also have been prioritised"

I cannot see the point of this cycle way. Has any information been gleaned from surveys to say how many arrived at Coventry station with their bicycle and wish to cycle to a bus station surely with the tramline and buses a cycle way is a bit of a white elephant.

Complete waste of money, in similar fashion to the Coundon and Binley cycle routes. The interaction between cyclists and pedestrians will lead to most cyclists using the highway, just like I see day in day out along Binley Road. This kind of facility, combined with parking charge

increases, parking restrictions and the like are killing the city centre. We no longer shop here any more and would rather travel to Solihull or Birmingham as it is far better and not a ghost town like Coventry.

Making the city more bike friendly is a good thing. Having an interconnected network throughout the city is a great plan!

No one uses the boke lanes you have built, the bike lanes you have built are actually causing more congestion and therefore pollution, a little counter intuitive to be honest

Excellent idea

It is a good idea but cyclists that do use it only use it whilst they can and then skip traffic signals and junctions. I am a cyclist and a car driver and I have seen this on many occasions. It should be put in place but traffic flow should not be affected. Slow or stationary traffic causes more pollution.

I would support more segregated cycle lanes as I do not feel safe road cycling. Last year, someone knocked me off my bike. It happens regularly. More people would cycle if they felt safe. In town, I often cycle on pavements, which is illegal and antisocial but necessary for many. I live across Bagington Road from Cheylesmore and would support more segregated cycle lanes. I would also like to see them in Earlsdon and Foleshill, busy areas without wide pavements. The other six streets on the list need cycle lanes. Please ensure that they have bollards or raised concrete strips similar to the Canley Cycle lane to ensure that cars do not park across them. another waste of time and money, the Binley Road and Coundon routes are barely used. Indifferent, but need to address cycles riding through the city centre as they don't care for pedestrians

Prior to my accident I was a keen cyclist and hope to be again in a few months. Reducing traffic in the centre is a good thing, but you could do that without segregated cycleways there. Don't get me wrong, I like the Binley route (but you need to stop cars parking across it while they wait for a gap in road traffic, or it's not worth a penny of what you spent on it).

Seems a great idea. I cycle into the city on Coundon Cycleway periodically (lovely segregated route, just needs that last bit to the ring road finishing off), so having the section as far as Greyfriars Road too would help also. I assume there are width restrictions that would prevent it carrying on as far as Warwick Road, but it seems as if I could still take Queen Victoria Road up to the ring road to get to the rail station if the cycleway was on the south side of the carriageway (which seems to be the case from the map).

Good as long as their is room for everything.

"Overall, we are very positive in the proposed delivery of a segregated cycleway, but we would welcome the segregated cycleway to be extended all the way to the railway station alongside VLR and the red route, to fully connect the two stations together seamlessly.

We would also welcome Coventry City Council extending the cycle priority further to past the station and along the Warwick Road towards War Memorial Park and the residential areas of Stivichall, Wainbody/Green Lane and the eastern side of Earlsdon. Yet also noting that the three/four lanes for road vehicles on Warwick Road between the station and Kenilworth Rd/Leamington Rd junction appear to be unnecessary from a road traffic capacity perspective due to constraints elsewhere.

We must also draw on the fact current road layouts around the station do appear dangerous to cyclists, especially along the Warwick Road which means many cyclists resort to riding on pavements, leading to conflict with pedestrians. The current alternative route in this area is via footbridge over Central 6 car park towards Earlsdon yet this is too narrow and indirect for many cycle trips - especially to/from the station, so considering the wider cycling offer around the railway station would be of benefit.

There may be a slight impact on Serco – our delivery partner concerning the West Midlands Cycle Hire Scheme, from an operational perspective in terms of where they park to re-balance docking stations, however if there is an impact then they will find alternative locations to effectively serve these stations.

It should also be worth noting that TfWM are currently in very early discussions with Coventry City Council regarding the expansion of the West Midlands e-scooter scheme to cover Coventry (but noting nothing has been agreed on this to date).

Concerning this matter, there may be technicalities in terms of how cycleways are categorised from a local authority perspective, to legally allow e-scooters to utilise this infrastructure. To overcome this, they should formally be referred to as cycle lanes as opposed to cycle tracks, which will then aid any re-introduction of e-scooters into Coventry (if the City Council choose to continue with any future trial) and future proof any required infrastructure through ensuring new routes are termed correctly to legally accept e-scooters as appropriate.

We would also like to understand if the cycleway will require road space reallocation or will it use the available pedestrian space. If it is the latter, it will be important to avoid the creation of additional severance for pedestrians and pay full consideration to those more vulnerable groups such as those who are disabled or elderly, with a full Equalities Impact Assessment conducted on the implications of this, as well as delivering on high standards set out in LTN/120.

Finally, TfWM would like to appreciate more, how these cycle lanes will link into other existing or proposed cycle lanes beyond the Ring Road. This will be important to ensure greater connectivity.

To conclude under this header, we welcome the opportunity to comment on this initial phase and welcome more detailed discussions on the subsequent phases.

"

What is the point of wasting money on a cycle way between the Rail and Bus Stations? What will the odd person who uses the route do with their cycles when they reach their destination. It's about time more people walked in the city centre anyway.

"Firstly I would like to point out that the Statue at Greyfriars Green suggested for the start of the cycleway is actually that of Sir Thomas White, NOT James Starley, who was living some 300 years later.

Not sure of the point even of this, since there is plenty of space already for cyclists on the designated route, & the City centre roads are generally not busy since the Ring Road effectively does the job it was built for, ie to move vehicles to & from arterial roads without entering the City Centre.

The reduced road space with the VLR, & cycleway is just likely to cause congestion. which is not

there at the moment.

In the details for this survey it is suggested that the changes including the VLR & the cycleway will ""..... help reduce air pollution and make the city centre a healthier and safer place."" This is utterly Fake, the cycleway & VLR will do nothing to reduce pollution in the City Centre, Many of the taxis, & most of the buses are already electric, so how can half a mile of cycleway & even less VLR reduce pollution who is driving a car & will swap to a cycle because of the cycleway ? It makes no sense at all . How will the stretch of VLR to the old Ikea reduce pollution, even when it gets to Pool Meadow ? Who is currently driving a polluting vehicle from the Station to The Ikea building ?

Furthermore I can't see the reason for a cycleway from the station to Pool meadow, are you suggesting that there are lots of car drivers who will switch to bike riding because of a cycleway from the Station to Pool meadow , duuur obviously not , so will it encourage people travelling to or from Coventry by train to use a bike to & from pool Meadow to get a bus ? Again....I don't think so. In fact the cycleway will probably end up like the Binley road one,used mostly by pedestrians, running the risk of being knocked over by an 'uber delivery' !

Lets face it , these projects are only arranged where it is possible to do so, not (of course) where one would be of benefit, see the proposal of a cycleway from canal basin to Lockhurst Lane junction, but of course not actually through Foleshill, because there is no space to do it !!"
"As Coventry representative of Cycling UK's Cycle Advocacy Network (www.cyclinguk.org/cycle-campaigning/cycle-advocacy-network), I welcome the proposals.

Many people find the current ""shared space"" junctions at Upper Well St and Bishop St too intimidating to cycle through. This leads them to use the footway. There is also cycling on the Hales St footway, as the carriageway is one-way. Such shared use is intimidating for pedestrians.

A clear demarcation between pedestrians and cyclists is needed as the cycleway will be used as a through route by cyclists.

Priority over vehicles at Croft Road, Spon St, Hill St, Upper Well St, Well St, Bishop St, Burges and the egresses to the car parks is required.

Problems have arisen in London with island bus stops being narrow with poor visibility. Perhaps placing the VLR stops between the tracks so that there's the width of a pair of tracks between the island and the cycle track would be an easy way to increase visibility.

The text states that the segregated cycleway will run between the Starley Statue and Pool Meadow bus station. However, the current links between the Starley Statue and the railway station are poor. Warwick Row is a route shared with pedestrians and the subway under the ring road has a blind bend as one cycles toward the station. South of the ring road the route is very narrow. Wouldn't a route segregated from pedestrians between Queen Victoria Road and Friargate which crossed Warwick Road to be better?

Adding cyclist contraflows to one-way roads is welcome."

Question three – is there anything you want to tell us about the Coventry Very Light Rail route?

~~That's my favourite as it's close to a tram but without as much building work and upheaval to the~~

existing road network.

It's a demonstrator. It looks as though it demonstrates the reasons why it is not viable in Coventry.

Support, but it should be built through to Pool Meadow in one phase to provide a useful service. Priority to take it out to UHCW, also to have good connections to it to encourage people to use it. "As this route is already covered by environmentally friendly electrical busses and electric busses are not tied to a rail track it seems a complete white elephant.

Coventry would be better served by putting the money into improved infrastructure for walking a cycling. And you would get more bang for your buck"

Excellent idea and has got to start somewhere. This should be used in small towns and cities everywhere to get people out of cars.

Waste of money. No transparency how it will be funded. Has been going on for years. What does the business case say? How many millions has been spent on it until now??

Will be positive to see this in operation. Can't wait for a full network!

Would you take any notice of us anyway?

"Can't see the point of spending that much money on such a short track!
Has any research been done on who would use it?
Better if money was spent on making the bus service cheaper and more reliable."

Exciting to see this start and the route between the station and Pool Meadow a good choice. Hope it continues to the memorial park and the university quickly.

Excellent, expand it as quickly as feasible.

No body really goes into the city centre any more no shops to many beggars its a dump try attracting new shops back then there could be purpose behind this

CVL will be a total waste of money especially in these financially strained times. It will not do anything that a bus can not especially with the proposed new red route and the massive upheaval during its construction will be disastrous for all who use this route by foot, cycle car or

bus. All you need to do is look at the problems caused in Birmingham when they introduced their tram system. Trams and Light Rail systems have the distinct disadvantage that they can not use an alternative route if there is any obstruction or accident blocking the tracks. Tracks are also yet another obstacle for partially sighted or blind people to overcome.

Looking forward to seeing this initial route installed, and expansion of the system later on to other high traffic parts of the city e.g. by the CBS arena.

No

I look forward to seeing it. Will it have flat rails as was promised? The test track looked more like a railway line, i.e. significantly hazardous and obstructive to cycling and wheeling, and to walkers with sight or mobility issues.

It is a very short walk to the city centre from the train station so not too sure if this is a worthwhile investment. Phase two may be more beneficial.

Good idea to run it between the train and bus stations. Will like to see it expand in future

"The route seems unclear as it mentions Warwick road, to the former IKEA building. Unless I'm misunderstanding that's less than a distance of 1km? Which I don't really know why you'd ever use drive or even use public transport as that's very walkable.

Appreciate this has to start somewhere and it's a really cool idea but such a short route doesn't seem like it's going to get any meaningful use. I fear "low passenger count" is going to be used to justify not expanding it out of the city. I also fear it will turn public opinion when it becomes the waste of money in the city that no one uses.

If a longer initial route is a funding problem then it needs to wait until a more useful route can be built.

If it's useful I only go into the city centre in the evenings after work (5pm onwards) and almost always to go to a restaurant normally I will drive (takes 10 mins or so), or walk if I want the exercise (45 mins), then once I'm in the city I will just walk across the city.

I wouldn't consider driving to another car park the other side of the city, and I wouldn't pay to use the VLR when I can just walk the distance, same way I don't get a bus from one side to the other.

I'm extremely unlikely to use the new cycle lanes however if the VLR ran where the cycle lanes are I would 100% be driving into the city a lot less. It's a very cool idea and hope we can see it fully working one day."

Would be a very good idea

Best route through the city centre

"It'd be better to wait until stage one and two can be done at the same time. Be realistic. How many people are going to hop on from

The station to go to the empty ikea building. Perhaps you are thinking they will go shopping in the arcade! 😊"

The station is not more than a few minutes walk from the city centre anyway, I'd be surprised if this can be justified on the cost. If you want to improve the rail usage, reopen some of the local stations on the existing rail lines and reduce parking costs at the station to encourage more people to use the railway.

Can we afford it? What a short route for a trial

I can't see the map clearly enough - please re-issue the survey.

seems useful once expanded to the second phase, more public transport options are always welcome.

Is it worth having a VLR for a very small route? The money could be used for better purposes.

"I strongly support the whole LR project. One suggestion is to make the old Westminster Road car park the station/stop for the VLR at the train station. This land is currently unused.

Traffic lights should be introduced on the roundabout at the new station car park exit (the one with the Central 6 exit) as this can at times become a traffic backlog which causes issues all the way back to the area the VLR will run in."

Very good project. more the best

I'd love for Coventry to get a tram. I'm not convinced a vehicle with less capacity than a double-decker bus is the best solution. But I suppose for a demonstrator, that is as good a place to put it than any.

Do you really need it, electric bus now so reduced pollution, just adding to congestion by having a light railway passing through, would it also mean less bus services if they lose customers and not running at a profit

I am broadly in favour with one question. Given the congestion on Warwick Road during the periods when the CVLR will likely be in highest demand (ie peak commuter times), how will you ensure prioritisation for CVLR traffic? If the CVLR vehicles just get stuck in the same traffic as car users, it could disincentivise it's use.

Really excited about this. Can't come soon enough. Hope this gets rolled out into the suburbs as planned.

I support this route - would be great to have updates about where it will go after this.

No

A good idea, but need to ensure it doesn't get stuck in traffic or it will be no better than a bus. "Very supportive but please can it be extended to serve residential areas south of the station!

It al0os ideally needs to directly serve either main station entrance Station Square or new bus interchange "

If it starts from the Coventry Rail Station where will the Uber cars park/wait if reed routed?

Happy with proposal and would like to see it extended if/when possible

This is a brilliant start to what I hope will be a long term project and is very exciting for the city. I would be tempted to extend the route a bit further up to belgrade plaza to encourage higher usage

Nothing has been mentioned about what 'green' and 'environmentally friendly' means. For example, what powers the VLR?

It looks really complicated near the railway station. It is very busy at peak times and having stops

to allow the VLR to operate will only make the situation worse. This will be even worse when the roadworks are happening to install the VLR. Why not just have electric buses then no need for rails etc.

It will cause more congestion

I hope that people with a disability Centro bus pass will be able to travel for free on the light rail route in Coventry.

I'm very excited to see it in action.

I think the VLR should be free to use if you have used the train and/or bus already that day. This is because the VLR is addressing the design issue that the main bus hub and the train station are not built next to each other. It seems unfair to ask individuals to pay for an additional ticket to address that issue, given they will already have paid for train/bus travel.

I think this is a great idea and i assume a VLR will also link the city center to the suburbs/university/hospital/NEC in the future ?

Scrap it, another eco waste of money hence the plans to charge to park in the war memorial

"What with the expected shortfall in the budget next year surely the money could put to better use rather than raising taxes on an already struggling community.

Also you need to look at the unmitigated failure of the light railway in Birmingham so if this goes ahead then it needs to work first time."

If you improved the bus services, do we need one. It's a simple calculation: how many people can a double decker bus carry as against how many the light railway can. More buses wouldn't require expensive roadworks, new maintenance depots or inconvenience to anybody working, visiting or living alongside the proposed light railway route. If the Council is strapped for cash, how can it afford this? Probably money from somewhere else, I'd guess. Remember City of Culture and how the finances turned out on that.

The concept is a waste of money and whilst no doubt funded by Central Government the subsidy required to operate it comes from the Council Taxpayer.

Would support the proposals and ask that consideration also be given to making this facility free of charge to users, to help encourage more use of public transport and integrated active travel.

Very keen on this to reduce pollution and calm the city centre

Good idea, but doesn't go far enough to be useful.

Ah yes, Councillor Boyle's favourite photo opportunity and personal ego trip. Coventry is a small city, spend the money on buses which will carry as many passengers per unit and dont require millions spent on trackbed. Also where are the trackbeds going to fit. You have already narrowed a lot of arterial roads with (unused) cycle lanes. Back to lala land... Anyway this survey just forms part of the "public consultation" process and you will just ignore any views that dont fit into your view of the universe.

Another waste of money no wonder the council is going bankrupt

Will there be pelican crossings to help people cross in a more safer way?

No, what a great start.

Great idea.

Another gimmick to catch to head lines waist of money .

"Why! This is such a stupid idea for a small city. We have good bus routes and it is easily walkable to most places.

Again this is not Birmingham!"

Complete waste of time - just look very carefully at the declining bus useage and that will tell you where your plans will lead to - the ultimate destruction of the City Centre of Britain's former motor city!!

"Trams are supposed to be mass transit, somewhere between buses and trains in terms of carrying capacity and cost. With less seats than a bus, what is VLR for?

Ah, but it doesn't have to stop at every bus stop. OK, let's have some limited stop express buses with zero capital cost.

Ah, but it's battery operated so no pollution. All Coventry's buses are going electric.

Ah, but it may be driverless. If driverless running can be made safe for VLR, it can be made safe for buses."

Not needed use electric buses

This is a waste of money and not what the city centre needs. It makes it difficult to drive into town or access the town . Especially lower Holyhead Road is a popular location to park cars. Why make it double yellow lane? Coventry very light rail route is not what the city needs right now.

Focus on other things like the crime rate or reviving the business in city centre .

Not needed

The initial phase is very short and ends very much to one edge of the City Centre so it appears to have relatively limited benefit for those fit enough to walk a modest distance from the station

Great providing it happens and not too expensive long overdue compared to other big cities.

A logical first introduction of the scheme.

"Not sure how you can claim this will reduce the number of cars, other than possibly reducing

taxi journeys between the bus and train stations.

It would be a great idea if it went beyond the ring road"

If this city was a huge expanse with a rail station on the periphery then a way to access the city centre would be welcome. But it is only a ten minute walk from the station to the heart of the city.

Buses are available. It seems more of a vanity project than having any real need. There is no indication of what this do for the city.

"Why on earth are we building such a short demonstrator when it is actually quicker to walk through the town centre from the train station to the bus station, which in turn generates passing trade for the few shops that remain. I am hearing that £60M-£80M is what it is going to cost??

That is even more expensive per kilometre than the midland metro - all so we can ""sell"" VLR to other countries and say we are the first to do it.

Absolute waste of time and the survey alone is purely a tick box exercise just to comply with your equality policy"

Good start!

Starting by Warwick Road is going to be messy, the island C6, Station, Warwick road is horrible as it is, adding in the VLR will add to the mess, and there will be accidents. Sort the Island out or send into the city centre parallel to Warwick road from station square makes more sense.

"Excellent idea

No space to comment on the double yellow lines outside Central Hall where I work: There needs to be clarity about loading and picking up people from the Hall who are disabled - especially on a Sunday morning. Also we need clarity about parking restrictions for loading and especially for contractors/people working on the building (eg we are due to have some work done on our lift and we need to be able to say to the contractors how the situation affects them.)"

"How much does it cost?

Why would you want to go from the railway station to the bus station?

It can be walked in 10 minutes."

I think that all buses should be banned from the city centre central areas and only have Very Light Rail system moving forward. Routes to car parks should flow and not cause congestion.

We need to attract people to the City not put them off. Give them cheaper reliable public transport that is an alternative to vehicles but also allow vehicles access to car parks and drop off and collection areas.

I am looking forward to seeing it. Public transport should be reliable, clean, safe, accessible and affordable to everyone. Not just students and people on low incomes. The first route looks okay, but I most look forward to seeing it extend to areas less accessible by public and active transport, such as Walsgrave, Warwick University, Longford and Willenhall; routes listed on

another map. I love the Coundon Cycle Lane, but would a stretch of track for Coventry Very Light Rail be possible too? Not everyone can cycle.

Huge waste of money, buses already run between stations. the city center is not large enough to need this, Coventry is not a metropolis. cost will spiral out of control and city has recently been in news for almost needing to declare bankruptcy. Better to spend on vital services not some councilors vanity pet project.

Complete waste of money

White elephant! Your proposal is to stop vehicle access to drop off and pick up along the VLR route. So anyone needing access that doesn't qualify for a blue badge is forced to pay for your white elephant ride. I'm currently between surgeries, on crutches or using a wheelchair, but of course that doesn't qualify for a blue badge. So your plan is to prevent me from accessing the city centre at all, unless I'm able to pay for the VLR or catch a bus. As for the VLR itself, who wants to ride between the bus and train stations anyway? Colossal waste of money. Organised by the same Labour party that first proposed HS2 I suppose.

Largely positive about the idea. Regular tram route would be too expensive, so hopefully this comes in at a more affordable cost and can convince some of those people who refuse to move from their cars to a bus that public transport can work for them. The small section within the city centre won't have a major impact initially, but you have to start somewhere, and hopefully once extended to the hospital etc. it will be well-used.

Looks good, however, I am not sure how it will with the current road layout at Jn 6 and Central 6.

These 2 sections are painful to drive around now without adding in the VLR, which will add an extra level of delay and confusion.

"TfWM are further very supportive of Coventry VLR from a WMCA perspective and would want to see good connectivity through VLR to serve:

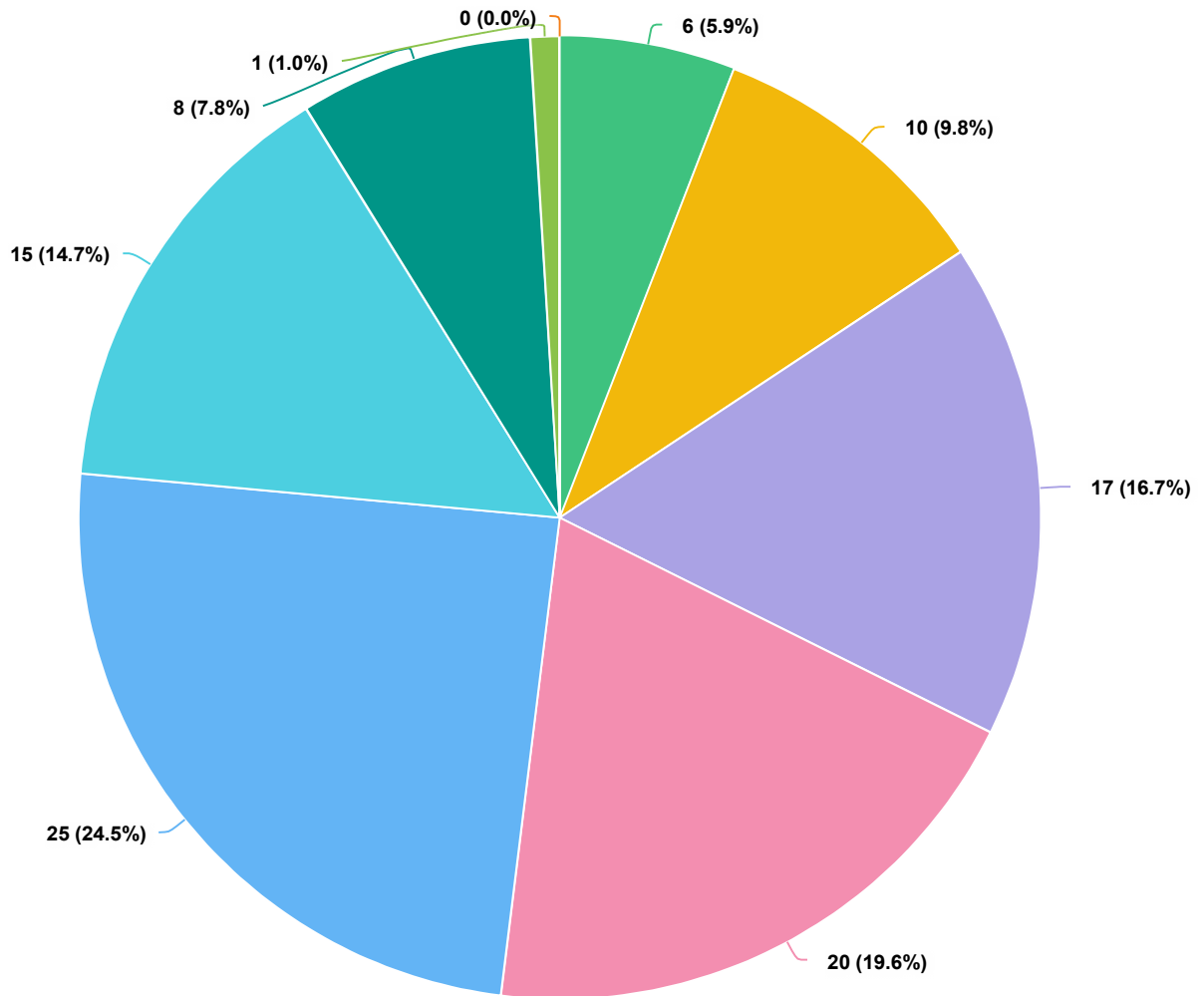
- The main station entrance on Station Square
- At the new bus interchange (or if it has to be a stop on Warwick Rd, this should be adjacent to the new station passenger entrance)

"I really don't know where to start here on this matter, The VLR is a nice idea, but generally it is never going to solve pollution or traffic problems in Coventry, It is another example of the Council posing with 'vanity' projects, which are totally impractical, & an outrageous waste of money. So the line planned for the City Centre is exactly as described....a ""Showcase of the system"", not of any actual practical use, especially until it actually reaches pool Meadow. It will certainly not be an ""alternative to cars"" either in this pointless example in town or indeed in the future just along a couple of radial routes where there just happens to be enough road width to build. Both will just harm the environment in the materials used in building process, & cause more pollution due to jams caused by the process.

The route from the station to Pool Meadow is fairly pointless, as you can get an electric bus from the station to Pool Meadow already. And the first part, just to the Ikea building is completely pointless !!

Again, this is only being built on exhibition on the proposed route because there is space to do it there, not because it is serving a requirement, this will effectively be another expensive ""White Elephant""."

Q4 How old are you?

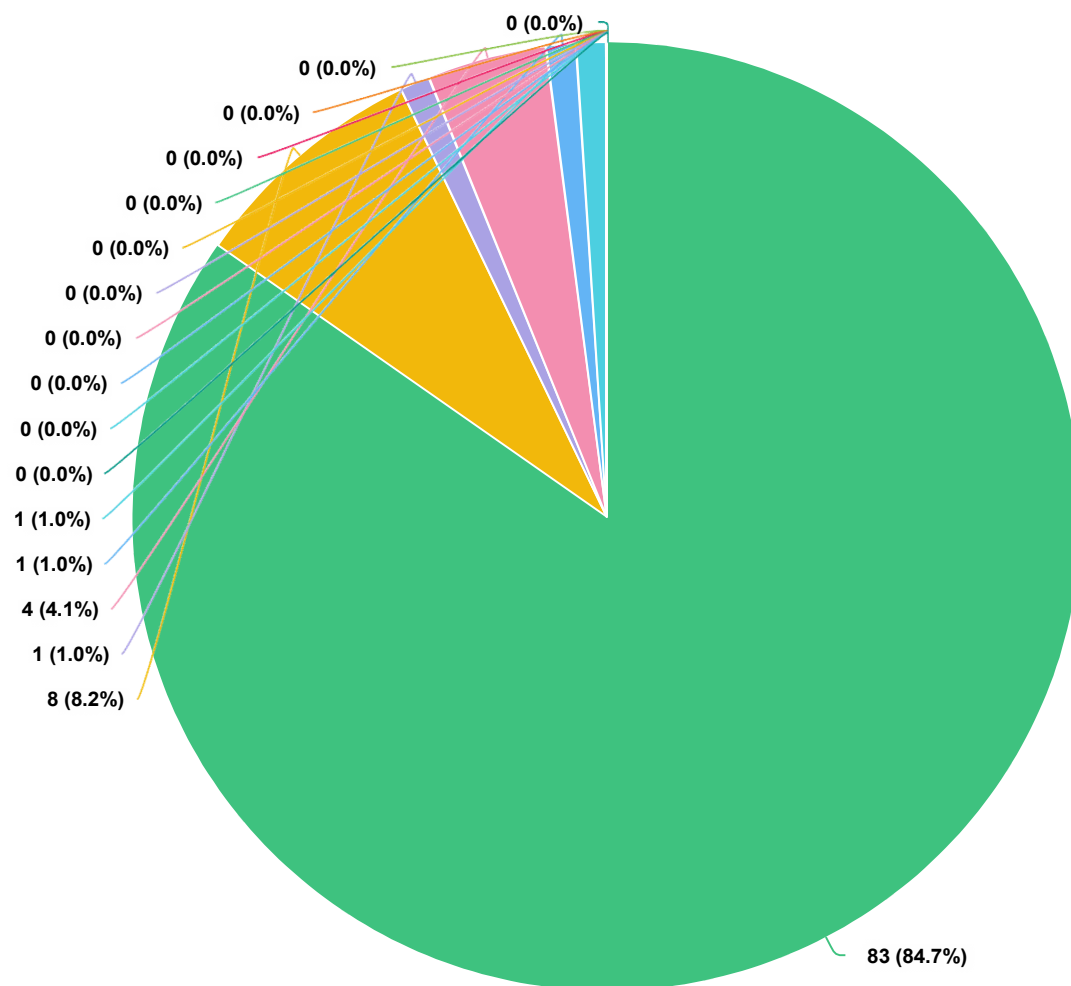


Question options

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+
- Under 16

Optional question (102 response(s), 2 skipped)
Question type: Radio Button Question

Q5 How would you describe your ethnic background?

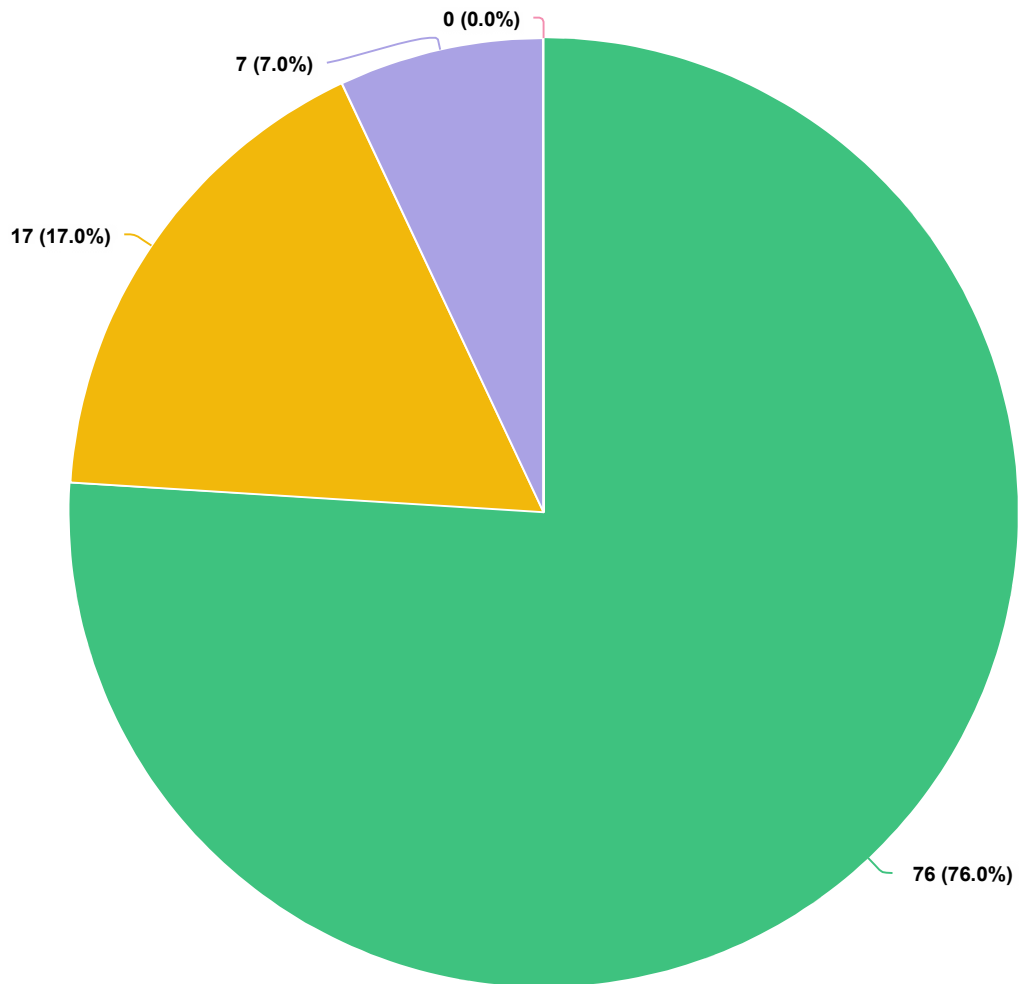


Question options

- White - English/Welsh/Scottish/Northern Irish/British
 ● White - Other
● Mixed - Other
● Asian/Asian British - Indian
- Other
 ● Mixed - White and Black Caribbean
● White - Irish
● White - Gypsy or Irish Traveller
- Mixed - White and Black African
 ● Asian/Asian British - Pakistani
● Asian/Asian British - Bangladeshi
- Asian/Asian British - Chinese
 ● Asian/Asian British - Other
● Black/Black British - African
- Black/Black British - Caribbean
 ● Black/Black British - Other
● Arab

Optional question (98 response(s), 6 skipped)
 Question type: Radio Button Question

Q6 How would you best describe yourself?



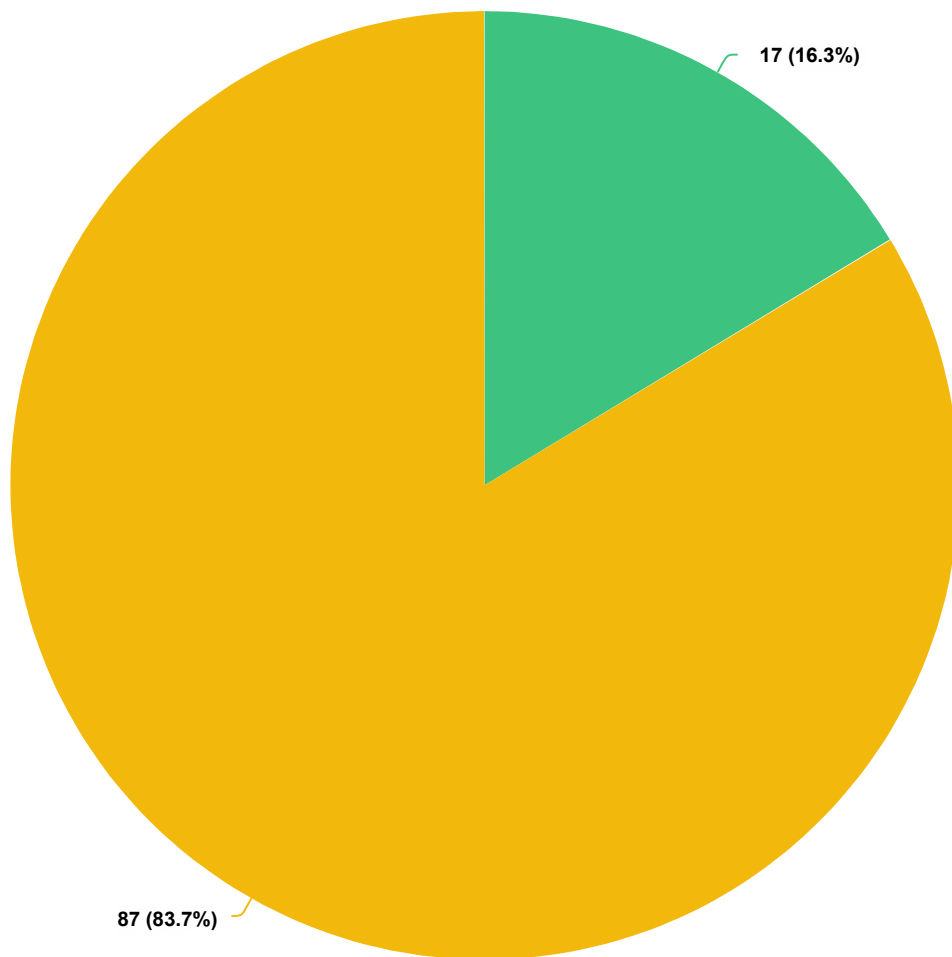
Question options

- Male
- Female
- Prefer not to say
- In another way (please specify)

Optional question (100 response(s), 4 skipped)

Question type: Radio Button Question

Q7 | Do you consider yourself to be a disabled person?



Question options

- Yes
- No

Optional question (104 response(s), 0 skipped)
Question type: Radio Button Question