

## **STATEMENT OF REASONS**

### **BIRMINGHAM CITY COUNCIL**

**(BIRMINGHAM CITY COUNCIL (VARIOUS ROADS, CITY CENTRE) (BIRMINGHAM) (ONE WAY TRAFFIC) (CONSOLIDATION) ORDER 2019) (0826 VARIATION) (No.\*) ORDER 202\***

**(BIRMINGHAM CITY COUNCIL (VARIOUS ROADS, CITY CENTRE) (TRAFFIC REGULATION) (MOVEMENT ORDER) 2017) (0826 VARIATION) (No.\*) ORDER 202\***

**(BIRMINGHAM CITY COUNCIL (RESERVED BUS LANES AND BUS ONLY ROADS ETC) (VARIOUS ROADS BIRMINGHAM) ORDER 2013) (0826 VARIATION) (No.\*\*\*) ORDER 202\***

**(BIRMINGHAM CITY COUNCIL (INNER ZONE BIRMINGHAM) (CONTROLLED PARKING ZONE) ORDER 2014) (0826 VARIATION) (No.\*) ORDER 202\***

**(BIRMINGHAM CITY COUNCIL (A38 QUEENSWAY ETC BIRMINGHAM) (TRAFFIC REGULATION) (RED ROUTE) ORDER 2014) (0826 VARIATION) ORDER 202\***

**(BIRMINGHAM CITY COUNCIL (BIRMINGHAM CITY CENTRE) (PEDESTRIANISED STREETS) ORDER 2017) (0826 VARIATION) (No.\*) ORDER 202\***

The Centenary Square Extension is located in the Ladywood Ward, Ladywood Constituency. It is part of Birmingham City Council's (BCC) joint venture with the Midland Metro Alliance to extend the route of the Midland Metro Limited tramway.

Birmingham City Council propose to make Traffic Regulation Orders (TROs) under the provisions of the Road Traffic Regulation Act 1984, the effect of which will be to alter the existing waiting, parking and moving prohibitions, provisions and restrictions as shown on the attached plans (0826 Movement Orders, CSQ-D02-TRO-ZZ-DR-HW-0005 (Bus Lanes), CSQ-D02-TRO-ZZ-DR-HW-0005 (Parking), CSQ-D02-TRO-S02-DR-HW-0001 (Parking), CSQ-D02-TRO-S05-DR-HW-0002 (Red Route) and CSQ-D02-TRO-S02-DR-HW-0002 (Ped. Zone)). These TRO proposals will complement existing Orders introduced for the Metro tramway, some of which are intended to be consolidated and, where necessary, are identified on the attached plans for clarity.

The formal reasons for proposing the new TROs are:

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- c) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- d) for preserving or improving the amenities of the area through which the road runs.

The restrictions will enable the efficient operation of the new tramway, whilst assisting other road users including buses, hackney taxis, pedal cycles, loading and unloading vehicles, private hire and private car users as well as improving the facilities for pedestrians.