

**Time and Date**

3.00 pm on Monday, 15th June, 2020

Place

This meeting will be held remotely. The meeting can be viewed live by pasting this link into your browser: <https://youtu.be/VkASoywKrAc>

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 10)
 - (a) To agree the minutes of the meeting held on 20th January 2020
 - (b) Matters Arising
4. **Highways Act 1980 Section 116 Application to Stop Up Highway at Broomfield Road** (Pages 11 - 18)

Report of Director of Transportation and Highways
5. **2020/21 Local Safety Scheme Programme - New Average Speed Enforcement Routes** (Pages 19 - 32)

Report of Director of Transportation and Highways
6. **Local Safety Scheme Programme 2020/21 - Additional Locations** (Pages 33 - 38)

Report of Director of Transportation and Highways
7. **Outstanding Issues**

There are no outstanding issues
8. **Any other items of Public Business**

Any other items of public business which the Cabinet Member decides to take as matters of urgency because of the special circumstances involved

Private Business

Nil

Julie Newman, Director of Law and Governance, Council House, Coventry

Friday, 5 June 2020

Note: The person to contact about the agenda and documents for this meeting is Liz Knight / Michelle Salmon, Governance Services Officers, Tel: 024 7697 2644 /2643, Email: liz.knight@coventry.gov.uk / michelle.salmon@coventry.gov.uk

Membership: Councillors P Hetherton (Cabinet Member) and G Lloyd (Deputy Cabinet Member)

By invitation: Councillor M Heaven (Shadow Cabinet Member)

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

**Liz Knight / Michelle Salmon, Governance Services Officers,
Tel: 024 7697 2644 /2643, Email: liz.knight@coventry.gov.uk /
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Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 3.00 pm on
Monday, 20 January 2020

Present:

Members: Councillor P Hetherton (Cabinet Member)

Other Members: Councillor G Lloyd (Deputy Cabinet Member)

Employees (by Directorate):

Place C Archer, R Goodyer, J Logue, R Parkes, M Salmon,
M Wilkinson

Apologies: There were no apologies

Public Business

56. Declarations of Interests

There were no disclosable pecuniary interests.

57. Minutes

The minutes of the meeting held on 2nd December 2020 were agreed and signed as a true record. There were no matters arising.

58. Petition - Request for Traffic Calming Measures Along Macaulay Road

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) in response to a petition, bearing 41 signatures, received from Councillor R Brown, a Cheylesmore Ward Councillor, and supported by Councillor J McNicholas, a Lower Stoke Ward Councillor, that read 'This petition calls on Coventry City Council to consider traffic speed calming measures along Macaulay Road. Residents share increasing concern that this road is being used as a rat-run and is subject to a rising trend in speed violation that, left unchecked, could likely result in serious injury or worse.' Councillors Brown and McNicholas attended the meeting for consideration of the matter and to speak on behalf of the petitioners.

In accordance with the City Council's procedure for dealing with petitions, those relating to highway maintenance were heard by the Cabinet Member for City Services.

The report indicated that a determination letter had been sent to the Petition Organiser and Petition Sponsor that advised of the importance of targeting road safety measures in the city. To ensure funding was utilised carefully, personal injury collisions reported to the Police were used. Locations where there had been

six or more recorded personal injury collisions in the previous three years were considered for inclusion in the safety schemes programme. A review of the collision data for Macaulay Road showed that one personal injury collision had been recorded in the last three years, therefore, Macaulay Road did not meet the safety scheme criteria.

A speed survey had also been undertaken in November 2019 that recorded mean weekday speeds of 21.2mph eastbound and 20.6mph westbound. A summary of the speed survey and traffic count, which had been located where the greatest volume of traffic was expected, was detailed in Appendix C to the report.

Based on the collision data and speed survey results outlined above, no further action was proposed. However, petitioners were advised of the Community Speed Watch initiative, a speed monitoring and awareness scheme that was co-ordinated by the Police and run by a group of local volunteers who used speed detection devices to monitor traffic and identify speeding drivers on a specific road or small area. Petitioners were also provided with the relevant contact details, should they wish to get involved in the scheme.

Councillor McNicholas and Councillor Brown spoke in support of the petitioners. They referred to the strength of feeling amongst residents in the area regarding the need to reduce vehicle speeds. They further referred to recent incidents and near misses that were of real concern. Following submission of the petition early in 2019, there had been changes in the area, particularly with the installation of traffic measures on Ansty Road and Binley Road, that had impacted on Macaulay Road and other roads nearby and meant that the traffic data used to assess vehicle speeds out of date. They referred to several roads in the area being used as rat runs to avoid the measures that had been put in place on other local roads for example, to avoid the road humps on Longfellow Road. There was particular concern about the speed of traffic around Ravensdale School, Ravensdale Road, and residents felt that there was a need for a 20mph speed limit at this location. Councillor McNicholas referred to the impact of traffic displacement, suggesting that this needed to be taken into consideration when traffic measures were implemented.

Councillor R Singh, a Lower Stoke Ward Councillor also attended the meeting for consideration of this matter and spoke in support of the petitioners and the matters raised by Councillor Brown and Councillor McNicholas.

Traffic Management Officers outlined the disadvantages of 20mph speed limits which required enforcement by the Police. The preferred option was to look at other traffic calming measures that were self-enforcing as these had been more successful. To ensure that the current traffic situation was considered, it was proposed that CCTV cameras be installed on Macaulay Road at its junctions with Morris Avenue, Hipswell Highway and McDonald Road to enable revised traffic data to be obtained. In addition, a vehicle activated sign would be installed for a period of 3 months. The revised traffic data would be reviewed, and the Petition Organiser, Petition Sponsor and Ward Councillors would be kept informed on the matter.

Having considered the report and the comments made by Councillors McNicholas and Brown and the Traffic Management Officer who presented the report, the Cabinet Member agreed to the proposals outlined by officers.

RESOLVED that the Cabinet Member for City Services:

- 1) **Notes the petitioner's concerns.**
- 2) **CCTV cameras be installed on Macaulay Road at its junctions with Morris Avenue, Hipswell Highway and McDonald Road to enable current traffic data to be obtained. In addition, a vehicle activated sign be installed for a period of 3 months.**
- 3) **The revised traffic data be reviewed, and the Petition Organiser, Petition Sponsor and Ward Councillors be kept informed on this matter.**

59. Objections to Whittle Arch Experimental Traffic Regulation Order

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place), concerning objections received to the Whittle Arch Experimental Traffic Regulation Order (TRO). The objectors were invited to attend the meeting, and both attended, and one spoke on the proposal.

The report indicated that in 2002, as part of the Phoenix Initiative Regeneration Project the junction of Trinity Street and Fairfax Street was closed off to all traffic, and pedestrianised. Following the closure, bus usage of the Pool Meadow Bus Station was significantly reduced making the bus station facility unsustainable in the long-term.

To address these concerns, in 2005, the City Council 'opened up' the Trinity Street/Fairfax Street junction (Whittle Arch) to buses and cycles to enable improved bus access to the bus station. Since 2005 there had been further changes which had resulted in the creation of the bus gate and additional vehicles being able to travel through the bus gate at certain times.

In 2018 further changes were proposed. The bus gate had been operating for several years and during this time alterations had been made to the road layout as part of the ongoing public realm works. In addition, issues had been raised by Adjudicators from the Traffic Penalty Tribunal regarding the clarity of the signage when hearing appeals.

The proposed changes simplified the operation of the bus gate, allowing buses, cycles and taxis to travel through the bus gate at all times and also simplified the associated signage. To monitor the impact of these changes the TRO was implemented as an Experimental TRO and came into operation on 10th September 2018. The closing date for objections was 10th March 2019 and Two objections were received.

In accordance with the City Council's procedure for dealing with objections to TROs, they were reported to the Cabinet Member for City Services for a decision on how to proceed.

The costs relating to making permanent or amending the ETRO was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Issues raised in the objections included:

- As a motorist, they considered the bus gate a licence to print money,
- Taxis should not be allowed through the gate as they were just a form of privileged transport for those who could afford to pay, and it undermined the concept of more pedestrian only areas.
- The changes had 'absolutely nothing to do with promoting the economy but were simply trying to give black cabs an unfair commercial advantage they neither needed nor deserved'.
- Both objectors referred to Hales Street (west) and that changes should be made to assist cyclists, such as the re-instatement of the contra-flow cycle lane.

An objector spoke about supporting climate change and the consider environmentally friendly options and resolutions where possible. He requested that the Authority support more pedestrianisation and cycling options in the City where appropriate and outlined his concerns regarding the lack of a quality impact assessment for this proposal. He confirmed that he was a regular bus user and was confident that when busses used the Whittle Arch Bus gate, they made their intentions to turn at the junction with Fairfax Street clear by indicating left or right. However, he expressed his concerns regarding other vehicles that were permitted to use the Bus Gate who often saw the route from Hales Street through the Bus Gate and onto Fairfax Street as a 'straight run' and offered no indication as to their intentions, which he felt was confusing and dangerous to cyclists and pedestrians. The Objector suggested that there was a crash risk at this location and that it would benefit from a collision survey.

Having considered the report and the comments made by the objectors and the Traffic Management Officer who presented the report, the Cabinet Member referred to a project that was now underway in which the City Centre was being looked at as a whole with a view to making improvements where appropriate and to consider more pedestrianisation. She agreed that the current Experimental Traffic Order should not be made permanent. On the Order's expiry in March 2020, an alternative Experimental Traffic Order should come into operation, which allows buses, cycles, taxis and private hire vehicles to travel through the bus gate at all times. She further agreed that monitoring be undertaken on the operation of the revised bus gate.

RESOLVED that the Cabinet Member for City Services:

- 1) Considered the objections to the City of Coventry (Whittle Arch) (Bus Gate) Experimental Order 2018.**
- 2) Subject to recommendation 1) above, approves the current Experimental Traffic Order is not made permanent, and on its expiry an alternative Experimental Traffic Order comes in to operation, which allows buses, cycles, taxis and private hire vehicles to travel through the bus gate at all times.**

3) Subject to recommendations 1) & 2) above, approves that monitoring is undertaken on the operation of the revised bus gate.

60. Objections to Proposed Speed Limit Reduction - London Road

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) concerning objections received to the City of Coventry (London Road) (40mph Speed Limit Revocation) Traffic Regulation Order (TRO). The objectors were invited to attend the meeting for consideration of the matter and one objector and also Councillor Bailey, a Cheylesmore Ward Councillor, and Councillor Brown attended and spoke on the proposal.

The report indicated that speed limits were reviewed within Coventry on a regular basis. The primary reason for evaluating speeds limits and speed limit changes were predominantly related to making roads safer for all road users.

On 28th November 2019, a TRO was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph (from Allard Way to the approach to the ring road) to improve road safety. The reduction in speed limit would also assist to improve the safety of the proposed toucan crossing to be located on London Road near the access to Charterhouse. In addition, the Allard Way and Humber Road approaches (and exit) to the roundabout junction with London Road would also be reduced from 40mph to 30mph.

Three objections and three letters of support for the proposed speed limit reduction were received. In accordance with the City Council's procedure for dealing with objections to TROs, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

The cost of introducing the proposed TRO, if approved, would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Three letters received in support of the speed limit reduction included comments 'completely agree on doing this with or without the pedestrian crossing facility' and the speed limit reduction will 'stop these idiots who continue to drive too fast with no consideration for anyone else'. Other comments received in support of the speed limit reduction include 'many road users drive at excessive and dangerous speeds' on London Road.

Three objections were received and highlighted numerous concerns including the speed limit reduction was 'bad for the environment with emissions increasing due to the non-smooth traffic flow' and the speed limit reduction could result in an 'increase in accidents as people slow down so quickly at point of speed reduction'. Other comments objecting to the speed limit reduction included this contributing to an increase in 'congestion and pollution' on London Road. A further comment related to many and in places, the majority, of drivers ignoring low speed limits.

Two late comments had been received from Councillor Bailey, relating to various speed limit options that could be considered on specific parts of the London Road, concluding that the whole road would benefit from a reduced speed limit of 30mph.

Councillor Bailey indicated that he had been contacted by a number of residents about this issue. He referred to the positive effect reducing the speed limit would have, not only for safety, but also for the environment in that it would encourage traffic flow and minimise idling traffic.

Councillor Brown indicated his support for a speed reduction on the London Road and endorsed the proposal which he confirmed would improve safety for vehicles and pedestrians and keeps traffic moving.

Mr Lowe, a Whitley resident, thanked Elected Members for representing the residents of Whitley and their work to address issues and improve the area. He further thanked officers for their work and the good working relationship established with resident's groups in the area.

Having considered the report and the comments made by the objectors, supporting representatives and the Traffic Management Officer who presented the report, the Cabinet Member noted that the road characteristics and forthcoming amenities would attract non-motorised users including pedestrians and cyclists (Toucan Crossing Facility). London Road comprised a series of long straights, and this could increase the likelihood of excessive vehicular speeds, as drivers tended to look at where they were going and not what was immediately in front of them, a phenomenon often referred to as 'tunnel vision'. There were a number of junctions along London Road that included adjacent roads, frontal developments and houses. Junctions and accesses significantly increased the road safety risks of inappropriate vehicular speeds. An existing pedestrian crossing facility was located on London Road near Riverside Close to accommodate school children, pedestrians and other vulnerable footway users, crossing flows to the superstore. A proposed Toucan Crossing facility was also proposed close to the Charterhouse project. A speed limit reduction would make this section of London Road safer for all road users. The Cabinet Member therefore agreed that the implementation of the City of Coventry (London Road) (40mph Speed Limit Revocation) Order 2019 be approved.

RESOLVED that the Cabinet Member for City Services:

- 1) Considered the objections to the 30mph speed limit reduction.**
- 2) Subject to recommendation 1) above, approves the implementation of the City of Coventry (London Road) (40mph Speed Limit Revocation) Order 2019.**

61. Petitions Determined by Letter and Petitions Deferred Pending Further Investigations

The Cabinet Member for City Services considered a report of the Deputy Chief Executive (Place) which provided a summary of the recent Petitions received that were to be determined by letter, or where decisions had been deferred pending further investigations and holding letters were being circulated. Details of the individual Petitions were set out in an Appendix attached to the report and included target dates for action. The report was submitted for monitoring and transparency purposes.

The report indicated that each Petition had been dealt with on an individual basis, with the Cabinet Member considering advice from officers on appropriate action to respond to the petitioners' request. When it had been decided to respond to the Petition without formal consideration at a Cabinet Member meeting, both the relevant Councillor sponsoring the Petition (if any) and/or the petition organiser/spokesperson could still request that their Petition be the subject of a Cabinet Member report.

Members noted that where holding letters were being sent, this was because further investigation work was required. Once matters had been investigated either a follow up letter would be sent, or a report submitted to a future Cabinet Member meeting.

RESOLVED that the actions being taken by officers as detailed in the Appendix to the report, in response to the Petitions received, be endorsed.

62. **Outstanding Issues**

There were no outstanding issues.

63. **Any other items of Public Business**

There were no other items of public business.

(Meeting closed at 4.20 pm)

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Cabinet Member for City Services

15th June 2020

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:

Whoberley

Title:

Highways Act 1980 Section 116 Application to Stop up Highway at 1 Broomfield Road, Coventry.

Is this a key decision?

No

Executive Summary:

This report sets out the details and recommendations on an application that has been made to the Council by the owner of 1 Broomfield Road, Coventry, CV5 6JW requesting the Council to apply to the Magistrates' Court for an order to stop up a section of highway, which currently forms part of Broomfield Road that falls within the private access to a number of private properties.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Approve that an application is made to the Magistrates' Court for an order stopping up the land identified on the plan at Annex 1 as a highway, in accordance with the provision of sections 116 and 117 of the Highways Act 1980 and agree to pay the associated costs.

List of Appendices included:

Plan of the highway to stop up – reference number: - T&T/PROW/ALM/HA1980/S116

Background Papers

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Highways Act 1980 section 116 Application to Stop up Highway at 1 Broomfield Road, Coventry.

1. Context (or background)

- 1.1 The Highway Authority has been questioned over a section of land which is currently shown as being maintainable at the public expense. The applicant has requested for this section of highway to be removed and returned to their ownership.
- 1.2 Currently, the section of highway that forms part of Broomfield Road in question, is shown as highway maintainable at public expense and recorded on the Council's List of Streets. As such, the Council as a statutory duty to maintain all highway that is on the lists of streets which includes the repair of potholes and resurfacing. The Council is also liable for any injuries that might be caused through any lack of maintenance.
- 1.3 For any highway, that is maintainable at the public expense, to be removed from the Council's List of Streets then an application can be made to the Council under section 117 of the Highways Act 1980 ('the Act') for the highway to be stopped under section 116 of the Act.
- 1.4 The Council can then make an application under section 116 of the Highways Act 1980 to the Magistrates Court seeking to have a highway stopped up, if it is considered that the highway in question is surplus to highway requirements and is no longer required for public use.
- 1.5 In this case, the Council has now received an application from the applicant, made under section 117 of the Act, requesting that the Council makes an application to the Magistrates Court under section 116 of the Act to stop up a section of highway that is known as Broomfield Road.
- 1.6 Upon investigation into this application, to determine whether the highway in question is surplus to highway requirements, it has been considered that a drafting error may have occurred. However, this has not been corroborated by either the applicant or the Council. As such, the Highway Authority is satisfied that this section of highway is no longer required and that the Council can support the application and now pursue with the Magistrates Court for it to be stopped up.

2 Options considered and recommended proposal

- 2.1 Approve that an application is made to the Magistrates' Court for an order stopping up the land identified on the plan at Annex 1 as a highway, in accordance with the provision of sections 116 and 117 of the Highways Act 1980 and agree to pay the associated costs.
- 2.2 Approve that an application is made to the Magistrates' Court for an order stopping up the land identified on the plan at Annex 1 as a highway, in accordance with the provision of sections 116 and 117 of the Highways Act 1980 with the applicant to pay the associated costs
- 2.3 Take no action and that the section of land remains as highway maintainable at public expense.

Recommended proposal

- 2.4 Due to the inclusion of the identified section of land onto the Council's List of Street being considered as a drafting error then the following proposal is recommended:-

- 2.5 Approve that an application is made to the Magistrates' Court for an order stopping up the land identified on the plan at Annex 1 as a highway, in accordance with the provision of sections 116 and 117 of the Highways Act 1980 and agree to pay the associated costs

3. Results of consultation undertaken

- 3.1 Before making an application for a stopping up order to the Magistrates Court the highway authority are required to serve notice of their intention to do so on the various third parties and organisations 28 days prior to the making of the application. The notice must also be published in the London Gazette and at least one local newspaper 28 days prior to the making of the application.
- 3.2 The applicant has carried out an informal consultation with the statutory undertakers who have responded with no objections.

4. Timetable for implementing this decision

- 4.1 Subject to recommendations being approved, the application will be made as soon as practicable

5. Comments from Director of Finance and Director of Law and Governance

5.1 Financial implications

It has been suggested that the costs of the process is to be met by the Council due to it being required as a consequence of a drafting error made by the Highway Authority. The estimated costs are likely to be £ 5,000

There is a small on-going financial benefit to the Council's highway maintenance budget as the Council will no longer be responsible for the maintenance of the land. Therefore, it will allow funds to be concentrated on priority maintenance work on the rest of the highway.

5.2 Legal implications

The recommendation in this report and all subsequent actions are provided for in the Act. Section 116 of the Act provides the power for a highway authority to apply to the Magistrates' Court for an order stopping up a highway, or part of a highway. Section 117 enables a highway authority to apply for a stopping up order on a third parties behalf and entitles the authority to recover its reasonable costs in doing so. Although this is not the intention of the highway authority to recover its costs. Schedule 12 to the Act sets out the form to be used for notices in connection with an application for a stopping up order.

Following the stopping up, the responsibility for the land so released reverts to the subsoil owners.

Legal services will be required take the necessary steps to seek the Order. This includes advertising the application in the press, serving notices on various parties and making a formal application to the Magistrates' Court.

6. Other implications

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

Not applicable

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

Name and job title:

Colin Whitehouse, Highway Development Manager
Alexander LeMarinel, Public Rights of Way Officer

Directorate:

Place

Tel and email contact:

Tel: 024 7697 7155,

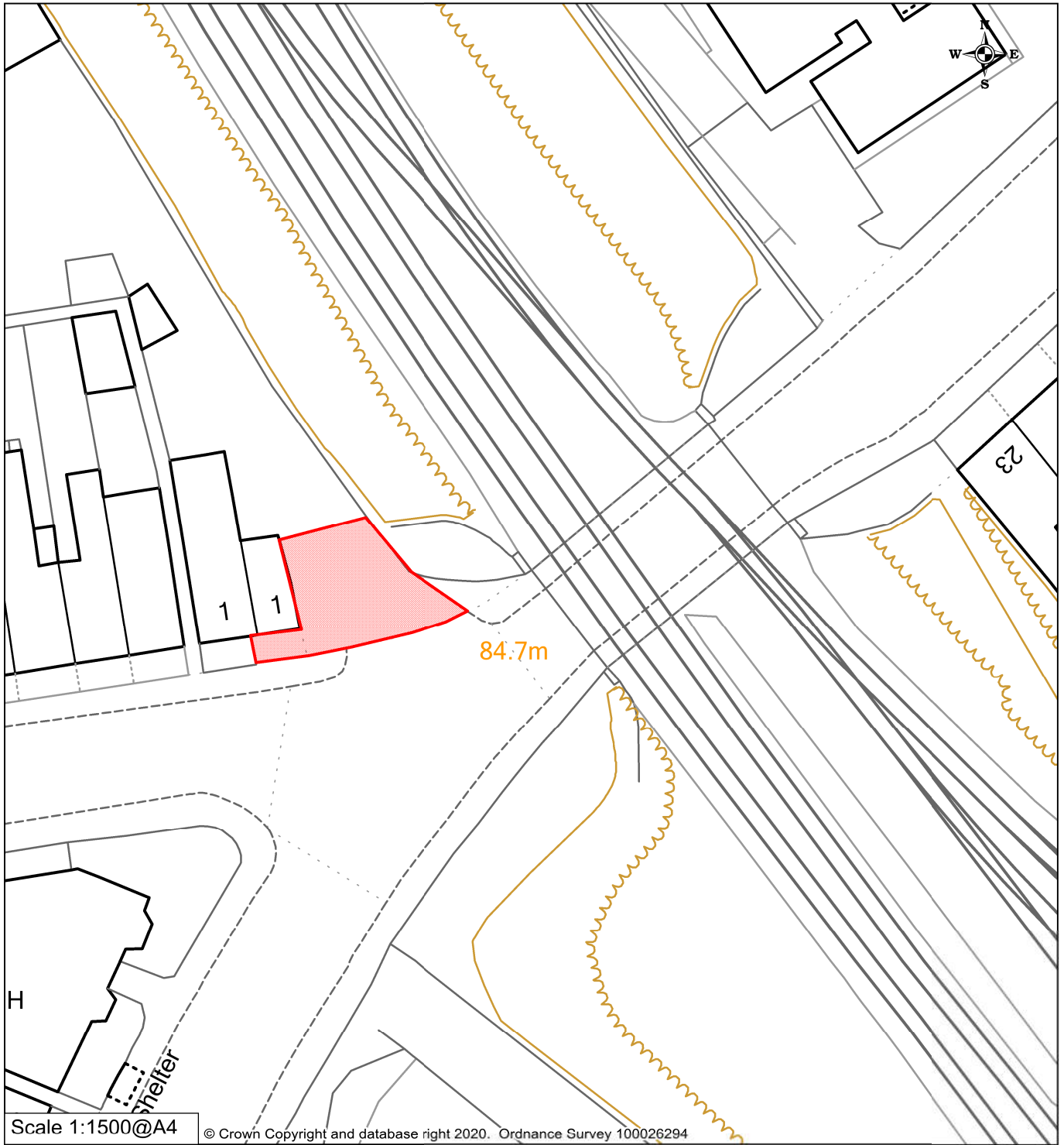
Email: colin.whitehouse@coventry.gov.uk

Enquiries should be directed to the above person.

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Colin Knight	Director (Transportation and Highways)	Transportation and Highways	20th March 2020	28th May 2020
Greg Payne	Head of Traffic and Network Management	Transportation and Highways	20th March 2020	3rd June 2020
Michelle Salmon/ Liz Knight	Governance Services Officer	Law and Governance	20th March 2020	23rd March 2020
Names of approvers: (Officers and Members)				
Graham Clark	Lead Accountant	Finance	20th March 2020	14th May 2020
Rob Parkes	Commercial Lawyer	Law and Governance	20th March 2020	23rd March 2020

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Councillor P Hetherton	Cabinet Member for City Services	-	3 rd June 2020	3 rd June 2020

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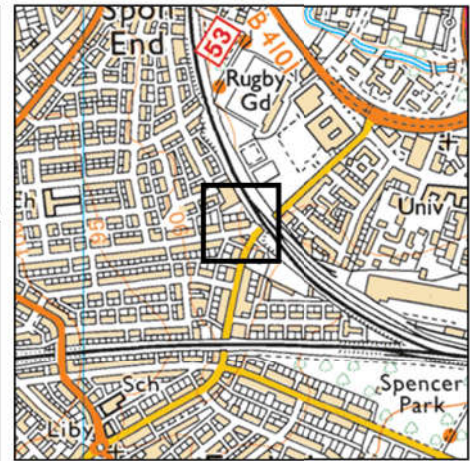
Date: 20/03/2020

Public Rights of Way
Council House
Earl Street
Coventry
CV1 5RR

HIGHWAYS ACT 1980 SECTION 116
Stopping up of Public Highway at the Junction
Broomfield Road and Albany Road

Key

 Highway to be Stopped Up



Ref: T&T/PROW/ALM/HA1980/S116

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15th June 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Colin Knight, Director of Transportation and Highways

Ward(s) affected:

Title: 2020/21 Local Safety Scheme Programme – New Average Speed Enforcement Routes

Is this a key decision?

No – although the matters within the report affect a number of wards in the city, it is not anticipated that the impact will be significant

Executive Summary:

Coventry City Council receives many requests for road safety measures from local residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures where vehicular speeds are deemed excessive.

Speeding vehicles continue to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall collision rates are declining on Coventry's road network, the number of people killed or seriously injured (KSI) remains high on major routes that carry high volumes of traffic.

In March 2018, Cabinet approved the use of Average Speed Enforcement (ASE) on London Road and Ansty Road to mitigate the KSI trend on these high traffic volume routes. Both schemes were introduced in January 2019. Early indications revealed that since their introduction vehicle speeds and KSIs had reduced. Therefore, in March 2019, Cabinet approved the installation of two further ASE schemes. These ASE schemes have been operational on Binley Road and Henley Road since January 2020.

Extensions to two existing schemes were also approved in March 2019. The extension to the London Road ASE scheme (extension from Allard Way to City Centre) has been operational since April 2020 and the Ansty Road extension (from Clifford Bridge Road to City Boundary) will be the next ASE scheme to become operational in the next few months.

Every year a citywide review of personal injury collisions is undertaken and used to identify the Local Safety Scheme Programme. As part of this review an additional four potential ASE locations

have been identified. These include Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road), Bell Green Road (from its junction with A444 to its junction with Henley Road), Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road) and Sky Blue Way (from its junction with Lower Ford Street to its junction with A444). These locations have the highest number of KSIs based on the latest 3 year accident history rate.

The installation of new ASE projects would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Approve new ASE schemes to be implemented on Longford Road, Bell Green Road, Burnaby Road & Sky Blue Way.
2. Subject to recommendation 1, approve the associated procurement process for ASE equipment is to be undertaken and approval is given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities)

List of Appendices included:

Appendix A – Location plan of new ASE locations

Background Papers

None

Other useful documents

Cabinet Report dated 6th March 2019

2019/20 Transportation and Highway Maintenance Capital programme report – Cabinet meeting 12th March 2019

Cabinet Member for City Services report dated 9th September 2019

New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road

Cabinet Report dated 10th March

2020/21 Transportation and Highway Maintenance Capital Programme

Has it been or will it be considered by Scrutiny?

The use of ASE was considered and approved at Scrutiny Board 4 on 28th February 2018

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

No

Will this report go to Council?

No

Report title:

Report – 2020/21 Local Safety Scheme Programme – New Average Speed Enforcement routes

1. Context

- 1.1. Whilst the total number of personal injury collisions in Coventry is falling, the number of people killed or seriously injured (KSI) on the city’s main roads is increasing. Over the 3 year period (1st March 2017 to 28th February 2020), a total of 378 people were killed or seriously injured on Coventry’s road network.
- 1.2. Personal injury collisions can destroy peoples’ lives, and the lives of people around them. In addition to the human element, personal injury collisions have a major detrimental impact on traffic flow by increasing congestion, reducing capacity, worsening journey time reliability and affecting network resilience together with an adverse impact on the economy.
- 1.3. Coventry City Council receives many requests for road safety measures from local residents and Members across the city concerned about speeding, including a significant number of petitions. As the Highway Authority, we are responsible for setting speed limits on our local roads. The Coventry road network needs to support a local transport system that is safe for all road users, promotes economic growth, and improves the quality of life in our communities.
- 1.4. Coventry City Council is the West Midlands Combined Authority (WMCA) Road Safety Lead, and is committed to reducing the numbers of people killed or seriously injured (KSI) by 40% over the next 10 years’ using the 3 year average (2014, 2015 & 2016) as the baseline.
- 1.5. To try to reduce personal injury collisions, the Council has introduced five ASE schemes on high traffic volume routes that have a high number of KSI’s. These are on London Road (2), Ansty Road, Binley Road and Henley Road. The second London Road scheme (Allard Way to City Centre) became operational in April 2020. The sixth ASE scheme will be an extension to the Ansty Road scheme (Clifford Bridge Road to City boundary) and should become operational in in the coming months.
- 1.6. The ASE cameras detect vehicles through Automatic Number Plate Recognition (ANPR) and calculate their average speed by measuring the time taken to travel between defined points, a known distance apart. A clear signing strategy is used to inform drivers that they are entering an average speed control zone. The criteria for selecting a site is very similar to conventional ‘fixed’ camera enforcement sites and includes the following criteria:
 - Locations that have previously had fixed safety cameras;
 - Historical evidence of collisions resulting in casualties;
 - Speed surveys which indicate that speeding vehicles are an issue; and
 - Where there is no alternative realistic and appropriate engineering solution that can be installed to reduce collisions and vehicles exceeding the speed limit.
- 1.7. The three year period before the installation of ASE on London Road revealed a total of 22 injury collisions were recorded over a 3 year period. This included 3 fatalities and 6 serious personal injury collisions on the section from its junction with Allard Way to A46. Further analysis revealed that the vast majority of personal injury collisions were related to ‘loss of control’ and ‘driver behaviour’ relating to excessive speeds.
- 1.8. The London Road ASE project became operational in January 2019, to date there has been 3 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions resulted in one serious and two slights. The serious collision involved an

intoxicated pedestrian that entered London Road without looking. The two slight collisions involved driving without due care and were not related to speeding. Speeds have also been significantly reduced, particularly off-peak speeds.

- 1.9 The three year period before the installation of ASE on Ansty Road highlighted a total of 32 injury collisions. This included 2 fatalities and 5 serious personal injury collisions in the section from its junction with Dane Road and Clifford Bridge Road. Further analysis revealed that the vast majority of these collisions were related to 'driver behaviour' and 'driving inappropriately' relating to excessive speeds.
- 1.10 The Ansty Road ASE project became operational in January 2019 to date there has been only two personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the causation factors highlighted that one collision related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity and also involved a police vehicle. Both collisions were classified as slight in severity.
- 1.11 ASE was introduced on Binley Road and Henley Road in January 2020, and early indications show they are operating as expected. A more detailed review will be undertaken once we have at least 6 months data.
- 1.12 A citywide analysis of KSI trends highlights the worst affected roads, in terms of high numbers of injury collisions attributed to inappropriate speeds during the 3-year period (31st October 2016 to 1st November 2019) include:
 - Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road)
 - Bell Green Road (from its junction with A444 to its junction with Henley Road)
 - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road); and
 - Sky Blue Way (from its junction with Lower Ford Street to its junction with A444).

These locations have the highest number of KSIs based on the latest 3 year accident history rate. Appendix A provides a plan highlighting the length of each of the proposed ASE locations.

The data-led case for ASE on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way

- 1.13 Contributory factors attributed to the collisions on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way included drivers travelling at excessive speeds and other associated driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below:

Table: Proposed 2020/21 ASE Schemes

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Longford Road	27	1	9
Bell Green Road	15	0	2
Burnaby Road	15	1	3
Sky Blue Way	15	0	3

- 1.14 In accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Longford Road, Bell Green

Road and Burnaby Road this financial year. Subject to available funding, Sky Blue Way will also be progressed, but may not be operational until next financial year 2021/22.

2. Options considered and recommended proposal

- 2.1. Based on the rise and severity of personal injury collisions and the evidence from ASE schemes installed in Coventry and elsewhere, it is recommended to progress the installation of Average Speed Enforcement on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way to assist to reduce vehicular speeds and therefore reduce the severity of personal injury collisions if they do occur. It is therefore also recommended that the associated procurement process for the ASE equipment is undertaken together with collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).
- 2.2. Alternative speed management measures such as fixed safety cameras were considered. However this technology is not effective over a large stretch of road because fixed site cameras only focus on specific short sections of road. In addition, the technology used for fixed site cameras is dated and very expensive to operate and maintain. Additionally, traditional traffic calming measures (such as speed humps) are not suitable for high traffic volume routes, bus routes and emergency services.

3. Results of Consultation Undertaken

- 3.1 No consultation has yet been undertaken, but consultation will commence once approval has been agreed.

4. Timetable for implementing this decision

- 4.1. If approved, it is hoped the 4 identified ASE projects will be installed in this financial year (2020/21).

5. Comments from Director of Finance and Director of Law and Governance

5.1. Financial implications

There is an approved capital budget of £300k in financial year 2020-21 for the implementation of average speed enforcement cameras and it is thought that the four new schemes identified can be delivered within this budget.

There are additional costs to the Council associated with operating and maintaining average speed cameras. Previous approvals for average speed enforcement schemes have been on the basis that the running costs of the equipment would be covered by a share of revenue from West Midlands Police. No revenue share has yet to be received so there is a risk that the running costs of existing and additional schemes are unbudgeted.

As such, it is expected that the running costs for existing and new schemes will be earmarked from the integrated transport block capital budget until revenue share from West Midlands Police is forthcoming.

The projected estimated running costs of existing and new average speed enforcement cameras are:

Financial Year Costs	2020-21 £000	2021-22 £000	2022-23 £000
Existing Schemes	20	25	32
Proposed Schemes	0	17	30
Total	20	42	62

5.2. Legal implications

The effective operation of the ASE project requires the already agreed joint working agreement between Coventry City Council, West Midlands Police and the Police and Crime Commissioner. West Midlands Police currently enforce speed violations within the West Midlands region and shall, with the assistance and input of the Councils, supervise and be responsible for the processing of speed contraventions. The Back Office Equipment will be linked to interface with the West Midlands Police Office Systems for processing in connection with the enforcement of any speed violations captured by the Equipment.

The expeditious timescales associated with the installation of ASE is dependent on adopting existing procurement mechanisms utilised by regional partners, including West Midlands Police. This involves the provision of the supply, installation and maintenance of the equipment for the project. Any procurements required will be undertaken in accordance with the Public Contract Regulations 2015 and the Council's internal Rules for Contract.

6. Other implications

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

The implementation of Average Speed Enforcement schemes would contribute to the City Council's objectives of

A safer and more confident Coventry- by encouraging drivers not to exceed the speed limit.

Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be - encouraging drivers not to exceed the speed limit and making people feel safer.

6.2. How is risk being managed?

Governance is in place to oversee the implementation, monitoring and effectiveness of the Average Speed Enforcement (ASE) project.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA

No formal equalities impact assessment has been carried out. However, it is not expected that there will be any disadvantage to persons with disabilities or any other relevant characteristics as there will be no change to the road network. The implementation of Average Speed Enforcement schemes should assist to improve the safety of all road users.

6.5. Implications for (or impact on) Climate Change and the Environment

ASE will have a positive effect on the environment, as vehicular speeds will be standardised through the ASE zone. Vehicles travelling at a constant speed reduces excessive speeding and this reduces vehicle emissions.

6.6. Implications for partner organisations?

None

Report author(s)

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Directorate:

Place

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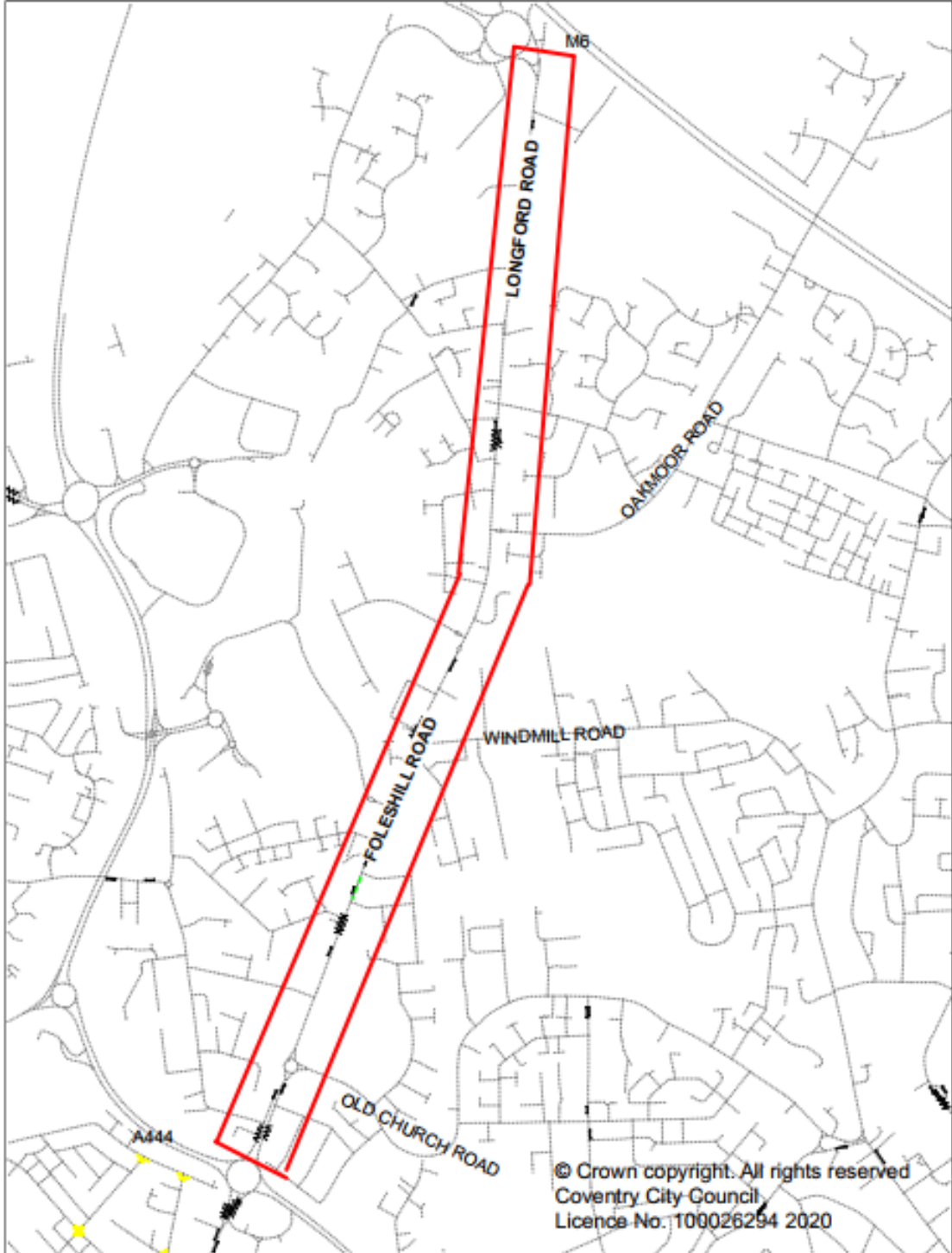
Enquiries should be directed to the above person.

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Greg Payne	Head of Traffic and Network Management		21.05.20	28.05.20
Rachel Goodyer	Traffic and Road Safety Manager		21.05.20	22.05.20
Caron Archer	Senior Engineer – Traffic Management		21.05.20	22.05.20
Michelle Salmon/Liz Knight	Governance Services Officer	Law and Governance	21.05.20	22.05.20
Names of approvers: (officers and members)				
Graham Clarke	Lead Accountant	Finance	21.05.20	22.05.20
Rob Parkes	Team Leader	Law and Governance	21.05.20	27.05.20
Councillor P Hetherton	Cabinet Member for City Services		21.05.20	03.06.20

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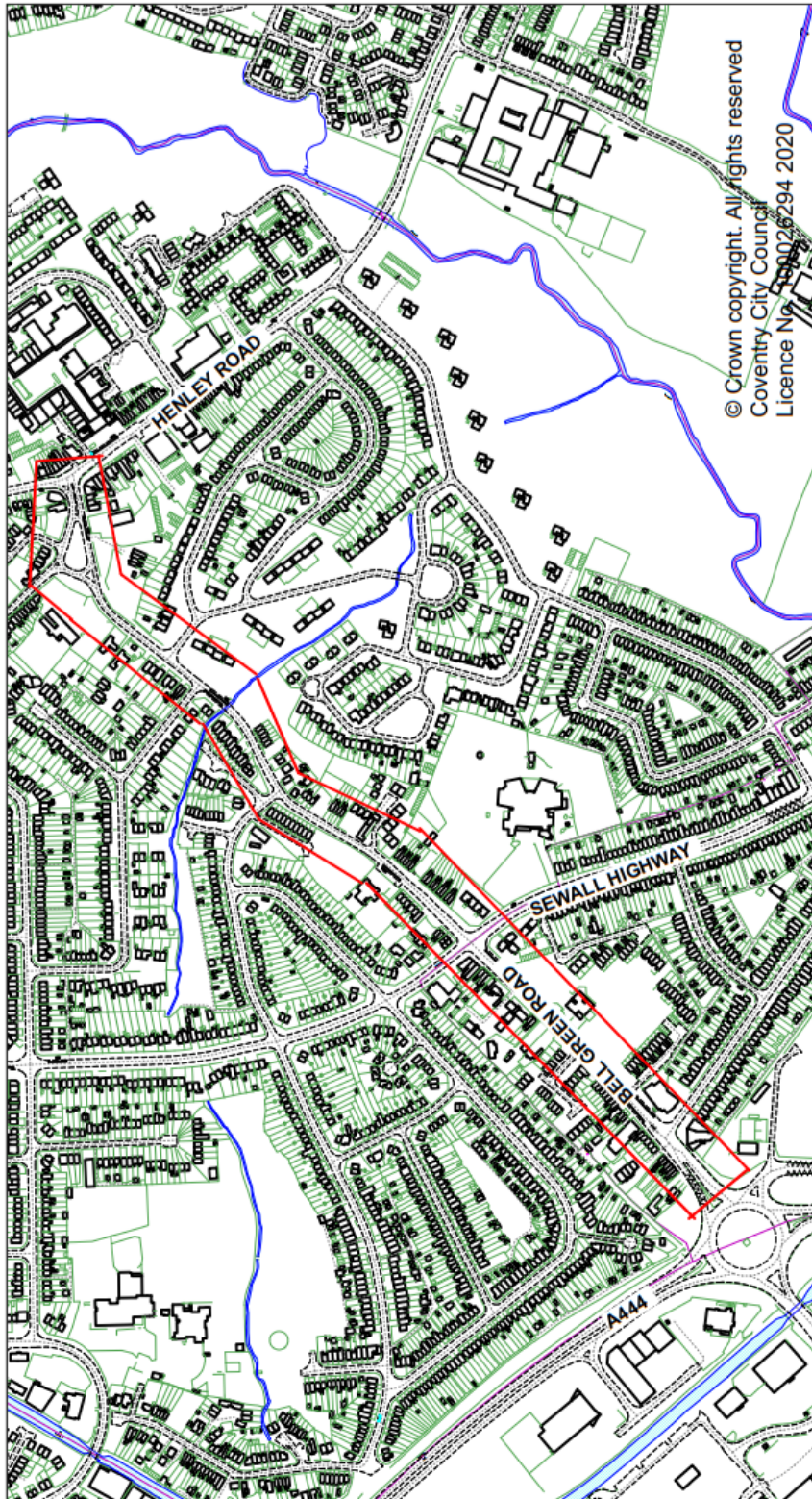
APPENDIX A –Location plan of new ASE locations


Longford Road



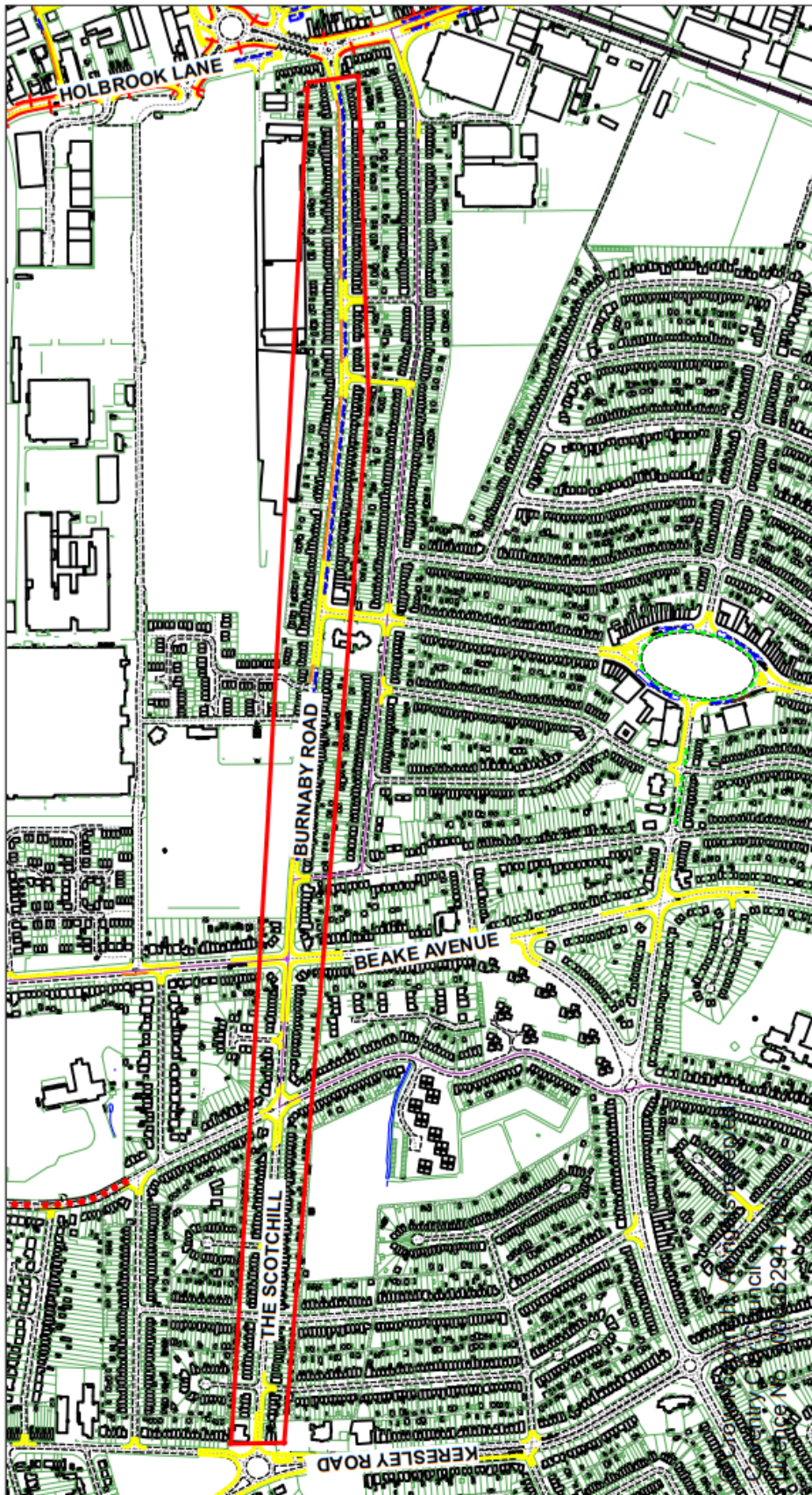
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		DATE	06/05/2020
		DRAWING NO.	
		DRAWN BY	

Bell Green Road



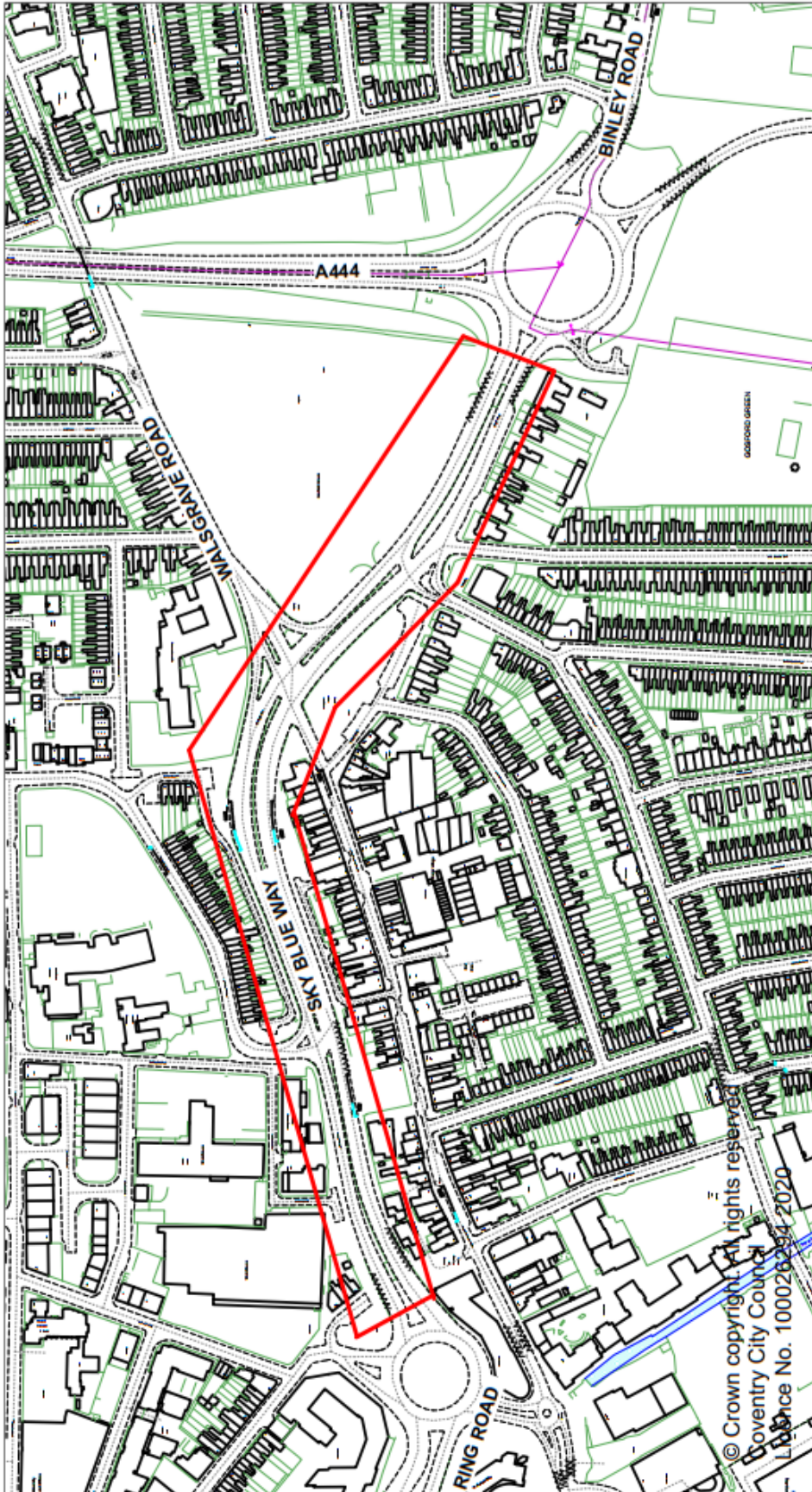
Bell Green Road	SCALE	1 : 5500
	DATE	06/05/2020
	DRAWING No.	
	DRAWN BY	
 Coventry City Council		

Burnaby Road



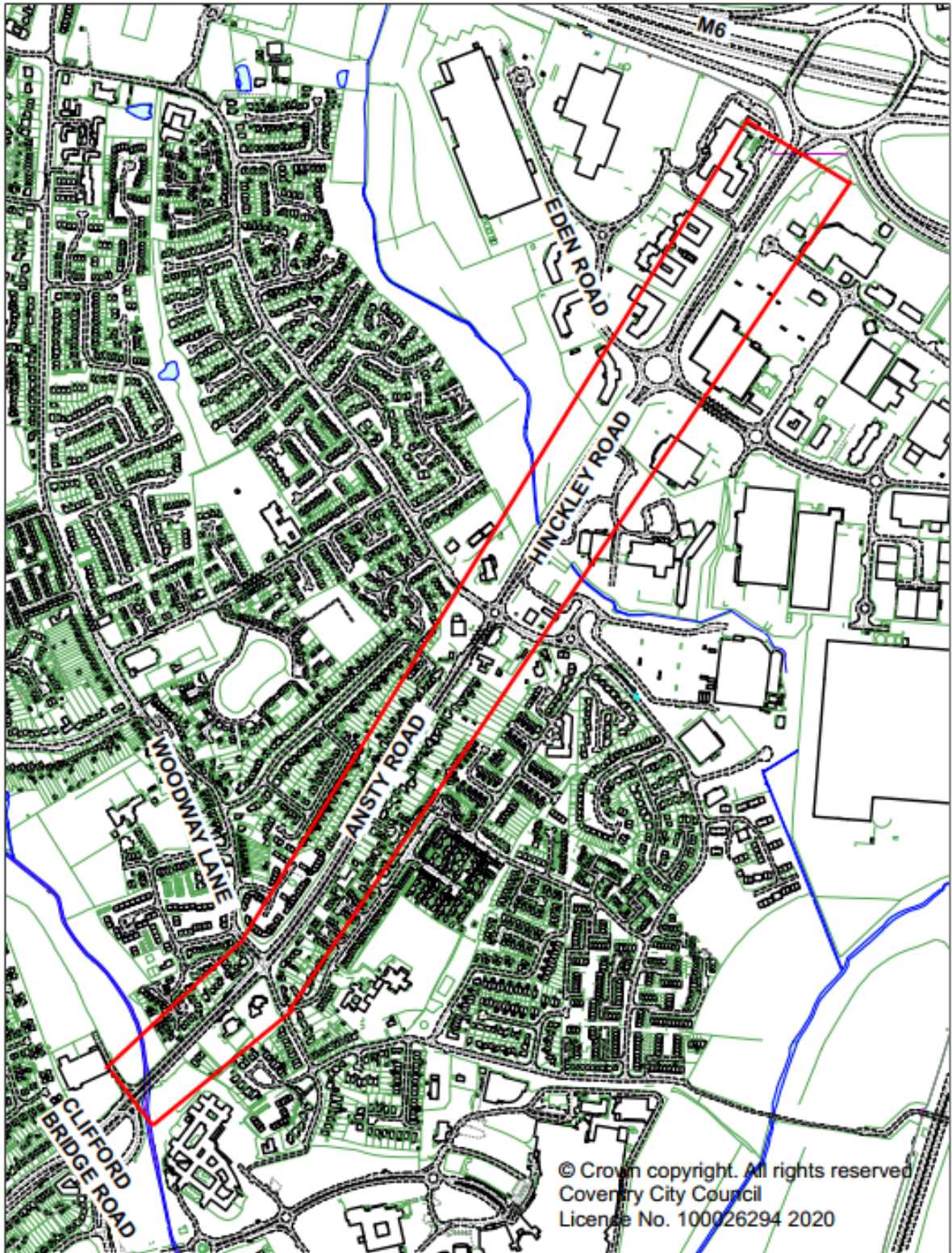
<p>Burnaby Road</p> 		SCALE	1 : 6500
		DATE	06/05/2020
		DRAWING No.	
		DRAWN BY	

Sky Blue Way



Sky Blue Way		SCALE	1 : 3500
		DATE	06/05/2020
		DRAWING No.	
		DRAWN BY	
 Coventry City Council			

Ansty Road (extension)



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Ansty Road

SCALE	1 : 8000
DATE	06/05/2020
DRAWING NO.	
DRAWN BY	

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Cabinet Member for City Services

15th June 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Colin Knight, Director of Transportation and Highways

Ward(s) affected:

Holbrook, Lower Stoke, Upper Stoke, Westwood and Wyken

Title:

Local Safety Scheme Programme 2020/21 – Additional Locations

Is this a key decision?

No – Although the matters affect various wards in the city, it is not anticipated that the impact will be significant

Executive Summary:

Every year a citywide review of personal recorded injury collisions is undertaken. This information is used to identify and prioritise potential Local Safety Scheme locations. Local safety schemes are installed at locations where there are 6 or more recorded personal injury collisions in a 3 year period, to try to reduce injuries.

On 10th March 2020 Cabinet approved the 2020/21 Local Safety Scheme Programme as part of the 2020/21 Transportation and Highway Maintenance Capital Programme. In addition to the locations identified in the original programme it is proposed to include 4 more locations in the programme. This is to allow for possible delays resulting from engineering difficulties or issues raised at consultation, which may result in it not being possible to introduce all the initial schemes during 2020/2021.

This report is submitted to gain approval for the 4 additional locations to be included in the 2020/21 programme.

The cost of Local Safety Schemes is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

Cabinet Member for City Services is recommended to:

1. Approve the inclusion of four additional locations, as detailed in Appendix A, in the 2020/21 Local Safety Scheme programme

List of Appendices included:

Appendix A – Proposed Safety Scheme Locations 2020/21
Background Papers

None

Other useful documents:

Cabinet Report dated 20th March 2020

2020/21 Transportation and Highway Maintenance Capital programme report

Has it been or will it be considered by Scrutiny?

No

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

No

Will this report go to Council?

No

Report title: Local Safety Scheme Programme 2020/21 – Additional Locations

1. Context (or background)

- 1.1 Each year a citywide review of personal recorded injury collisions is undertaken. This information is used to identify and prioritise potential Local Safety Scheme locations. Local safety schemes are installed at locations where there are 6 or more recorded personal injury collisions in a 3 year period to try to reduce injuries.
- 1.2 On 10th March 2020 Cabinet approved the 2020/21 Local Safety Scheme Programme as part of the 2020/21 Transportation and Highway Maintenance Capital Programme.
- 1.3 Since the approval of the initial programme four additional sites have been identified, as detailed in Appendix A, to be included in this year's programme. All proposed Local Safety Scheme locations and schemes are subject to further investigation and possible delays resulting from engineering difficulties or issues raised at consultation. This can result in it not being possible to introduce all the originally proposed schemes during 2020/2021, therefore the approval of additional schemes will enable the available budget to be fully utilised.

2. Options considered and recommended proposal

- 2.1 The annual citywide review identified many locations with 6 or more recorded personal injury collisions, these were prioritised as potential Local Safety Scheme locations, including possible ASE schemes. Due to finite resources, not all potential locations identified were included in the 2020/21 programme.
- 2.2 Once scheme locations have been identified further investigations/detailed design can reveal possible engineering difficulties or the potential cost of a scheme can increase. Sometimes the consultation process alone can significantly delay schemes should there be a difference of opinion between residents. Therefore, it may not always be possible to complete a scheme within a financial year, so approval is sought for additional schemes for 2020/21 to fully utilise the available funding.
- 2.3 It is proposed to add 4 additional schemes to the 2020/21 Local Safety Scheme programme as detailed in Appendix A, to continue to undertake advance design at all sites and to install any schemes not completed this year as part of a future year's programme.

3. Results of consultation undertaken

No consultation has been undertaken as yet.

4. Timetable for implementing this decision

- 4.1 Subject to approval, design works will be undertaken and schemes introduced where possible by the end of March 2021.

5. Comments from Director of Finance and Comments from the Director of Law and Governance

- 5.1 Financial implications

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

The additional schemes proposed in this report along with those already approved in the 2020-21 Transportation and Highway Maintenance Capital Programme Report have an approved 2020-21 budget as per the table below.

	£000s	£000s	£000s
	Corporate Capital Resources	Integrated Transport Block	TOTAL
Safety Schemes	300	400	700

5.2 Legal implications

Section 39 of the Road Traffic Act 1988 requires the Council to investigate road accidents involving vehicles and to develop a rational programme of measures (such as the Local Safety Scheme programme) for preventing their recurrence.

6 Other implications

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

The proposed changes will contribute to the City Council’s aims of working for:

A safer and more confident Coventry- by introducing road safety schemes.

Making Coventry’s streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be - encouraging drivers not to exceed the speed limit and making people feel safer.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of safety schemes should improve road safety for all.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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Directorate:

Place

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Enquiries should be directed to the above person.

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Greg Payne	Head of Traffic & Network Management	Transportation & Highways	28.05.2020	
Rachel Goodyer	Traffic & Road Safety Manager	Transportation & Highways	28.05.2020	
Liz Knight	Governance Services Officer	Law and Governance	28.05.2020	28.05.2020
Names of approvers: (officers and members)				
Graham Clarke	Lead Accountant	Finance	28.05.2020	28.05.2020
Rob Parkes	Team Leader	Law and Governance	28.05.2020	28.05.2020
Councillor P Hetherton	Cabinet Member for City Services		28.05.2020	3.06.2020

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Appendix A – Proposed Safety Scheme Locations 2020/21

Approved by Cabinet - 20th March 2020

List of Schemes	Description
Old Church Rd	Traffic calming scheme already designed. with consultation and delivery in 2020/21
Radford Rd and Keresley Road	Vehicle Activated Signs and lining changes on roundabouts
Installation of Average Speed Enforcement sites	Extension of Ansty Road ASE scheme. Working with West Midlands Police to identify potential sites to be delivered this year
Lockhurst Lane (Foleshill Road to Durbar Avenue)	Refuges and junction Improvements to be designed, consulted and delivered this year
Scheme Development	To identify and develop designs for sites for the 2020/21 safety scheme programme.

Additional locations for approval

List of schemes	Description
Charter Avenue	Traffic calming scheme - to be designed
Hipswell Highway	Traffic calming scheme - to be designed
Torcross Avenue/Avon Street	Traffic calming scheme -to be designed
Wheelwright Lane/Holbrook Lane	Traffic calming scheme - to be designed

Note: All locations subject to investigation and possible delays due to engineering difficulties or consultation issues.