

**Time and Date**

1.30 pm on Monday, 15th November 2021

**Place**

Council Chamber - Council House, Earl Street, Coventry

Please note that in line with current Government and City Council guidelines in relation to Covid, there will be reduced public access to the meeting to manage numbers attending safely. If you wish to attend in person, please contact the Governance Services Officer indicated at the end of the agenda

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**Public Business**

1. **Apologies**
2. **Declarations of Interests**
3. **Objections to Proposed Waiting Restrictions (Variation 10) Report 2 (of 3)** (Pages 3 - 24)

Report of the Director of Transportation and Highways

Note: The objectors have been invited to the meeting for the consideration of this item

4. **2021/22 Local Safety Scheme Programme - Average Speed Enforcement Scheme, Stoney Stanton Road** (Pages 25 - 34)

Report of the Director of Transportation and Highways

5. **Outstanding Issues**

There are no outstanding issues

6. **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

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Julie Newman, Director of Law and Governance, Council House, Coventry  
Friday, 5 November 2021

Note: The person to contact about the agenda and documents for this meeting is:  
Michelle Salmon, Governance Services Officer, Email: michelle.salmon@coventry.gov.uk

Membership:

Councillor P Hetherton (Cabinet Member)  
Councillor G Lloyd (Deputy Cabinet Member)

By invitation:

Councillor M Heaven (Shadow Cabinet Member)  
Councillor L Bigham (Chair of Communities and Neighbourhoods Scrutiny Board (4))

**Public Access**

Please note that in line with current Government and City Council Covid guidelines, there will be reduced public access to the meeting to manage numbers attending safely. Any member of the public who would like to attend the meeting in person is required to contact the following officer in advance of the meeting regarding arrangements for public attendance. A guide to attending public meeting can be found here: <https://www.coventry.gov.uk/publicAttendanceMeetings>

**Michelle Salmon**

**Governance Services Officer**

**Email: michelle.salmon@coventry.gov.uk**

Cabinet Member for City Services

15<sup>th</sup> November 2021

**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:**

Cheylesmore, Wainbody, Westwood, Whoberley, Woodlands.

**Title:**

Objections to Proposed Waiting Restrictions (Variation 10) Report 2 (of 3)

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**Is this a key decision?**

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant

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**Executive Summary:**

Waiting restrictions within Coventry are reviewed on a regular basis. On 10<sup>th</sup> June 2021, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 100 proposals, some proposals relating to multiple locations.

123 objections were received, which related to 40 proposals. 2 petitions in opposition were also received. In addition, there were 17 responses in support of proposals and 5 comments. 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.

Due to the large number of objections received, and in line with current Government and City Council guidelines in relation to Covid meaning reduced access to meetings, the objections are being considered in 3 separate reports, each report to be heard at a separate meeting.

The cost of introducing the proposed TRO, if approved, will 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. Consider the objections to the proposed waiting restrictions

2. Subject to recommendation 1, approve the implementation of the restrictions as advertised in the Allesley Hall Drive Area, Cecily Road/Eltham Road, Goldthorn Close /Farncroft Avenue, Lawley Close, Lilacvale Way, Packwood Green / Wolverton Road, Station Avenue
3. Subject to recommendation 1, approve that the restrictions proposed for Ivy Farm Lane and Cannocks Lane are not installed and that further consultation is undertaken.
4. Subject to recommendation 1, approve that the restrictions are not installed on Standard Avenue. Continue to monitor, and if future road safety or obstruction concerns, due to parked vehicles, are raised, consider the installation of double yellow lines (subject to the necessary legal process).
5. Subject to recommendation 1, approve the installation of a reduced extent of double yellow lines on Unicorn Lane as detailed in Appendix A of this report.
6. Subject to recommendations 1 to 5 and following consideration of objections to Proposed Waiting Restrictions (Variation 10), approve that those part of the proposed Traffic Regulation Order referred to in this report are made operational.

**List of Appendices included:**

Appendix A – Summary of proposed restrictions, objections and responses

**Background Papers**

None

**Other useful documents:**

**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:** Objections to Proposed Waiting Restrictions (Variation 10) Report 2 (of 3)

**1. Context (or background)**

- 1.1 On 10<sup>th</sup> June 2021, a Traffic Regulation Order (TRO) relating to proposed new waiting restrictions and amendments to existing waiting restrictions was advertised. The TRO consisted of over 100 proposals, some proposals relating to multiple locations. 123 objections were received, relating to 40 proposals. 2 petitions in opposition (each to a different proposal) were also received. In addition, 17 responses in support of proposals and 5 comments were received. Over 60 of the proposals received no objections, the responses received were either in support or comments about the proposal.
- 1.2 The majority of Traffic Regulation Orders relating to loading and waiting restrictions in Coventry are consolidated into one Order. New or changes to existing waiting and loading restrictions are undertaken by varying the Consolidation Order.
- 1.3 Many of the locations where changes are proposed had been identified from requests for new or changes to existing waiting restrictions. These requests had been received from a number of sources, including the public, for example due to safety concerns relating to parked vehicles and issues due to overnight lorry parking. There were also proposals relating to the Coundon Cycle Scheme and other developments.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press on 10<sup>th</sup> June 2021 advising that any formal objections should be made in writing by 1<sup>st</sup> July 2021. Notices were also posted on lamp columns in the area of the proposed restrictions and letters were sent to residents who would be directly affected, due to waiting restrictions being installed on the public highway outside their property.

**2. Options considered and recommended proposal**

- 2.1 123 objections were received, relating to 40 proposals. 2 petitions in opposition (each to a different proposal) were also received. In addition, 17 responses in support of proposals and 5 comments were received. Some of these responses were received after the objection closing date. However, these are still included in the report as they were received prior to the report being finalised.
- 2.2 Due to the large number of objections received and in line with current Government and City Council guidelines in relation to Covid, meaning reduced public access to meetings, to avoid a potential large gathering the objections are being considered in 3 separate objection reports, each report to be heard at a separate meeting. Paragraph 3.2 indicates in which report the objections will be considered.
- 2.3 The objections to the proposals to be considered in this report, responses to the objections, details of support and origin of proposed waiting restrictions are summarised in the tables in Appendix A. Where the objection refers to personal details, these have not been detailed in this report, however the objection has been forwarded in full to the Cabinet Member for City Services.
- 2.4 In considering the objections received, the options are to:
  - i) make the order for the proposal as advertised;
  - ii) make amendments to the proposals, which may require the revised proposal to be advertised;
  - iii) not to make the order relating to the proposal.

- 2.5 The recommended proposals in response to each location where objections have been received are summarised in the tables in Appendix A.
- 2.6 The locations where no objections have been received, but letters of support or comments have been received, will be installed. Any requests for other changes to waiting restrictions as part of the letters of support or comments will be consider as part of future reviews.

### 3. Results of consultation undertaken

3.1 The proposed TRO for the waiting restrictions was advertised in the Coventry Telegraph on 10<sup>th</sup> June 2021; notices were also placed on street in the vicinity of the proposals. In addition, letters were sent to properties which would be directly affected. Letters were also sent to other various consultees. The responses received were:

- 123 objections were received (including 2 multi-signature letters)
- 1 petition in opposition to the proposals at Beresford Ave/Durbar Ave /Churchill Ave
- 1 petition in opposition to the proposals at Church park Close.
- 17 responses in support of proposals and 5 comments were also received.

3.2 The number of objections received (and report in which they will be considered) were:

No. of objections	Objections to proposals for (location)	Report
1	Allesley Hall Drive area	2
1	Anderton Road/Ainsdale Close	3
1	Beresford Avenue/Durbar Avenue/Churchill Avenue (see also petitions)	1
2	Berkett Road/Romford Road	3
4	Biggin Hall Crescent/Grant Road	3
1	Boston Place	1
4	Bracadale Close/Coombe Park Road	1
2	Branksome Road	3
1	Brays Lane	3
1	Cecily Road/ Eltham Road	2
6	Church Park Close/Tamworth Rd/High Street (see also petitions)	3
2	Clayton Road/Donnington Ave	3
1	Dartmouth Road	1
4	Dronfield Road Area	3
3	Elizabeth Way	1
1	Goldthorn Close/Farcroft Avenue	2
10	Keppel Street/Cambridge Street & Keppel Street/Wright Street	1
10	King Edward Road junctions	1
4	Ivy Farm Lane/Cannocks Lane	2
1	Lawley Close	2
2	Lilacvale Way	2
3	Moseley Avenue	3
1	Newey Road/Morris Ave	3
3	Norman Place Road/Browns Hill Green Road	3
5	Packwood Green/Wolverton Road	2
6	Pennington Way area	1
2	Pinnars Croft	1
1	Radford Road	3
3	Ralph Road	3
1	Rupert Road/Treherne Road	3

No. of objections	Objections to proposals for (location)	Report
1	Sandhurst Grove	3
2	Silverdale Close/Wildmore Close	3
12	Standard Avenue	2
3	Station Avenue	2
1	Thornhill Road	1
6	Unicorn Lane (includes multi-signature letter, 15 signatures)	2
1	Uxbridge Avenue	3
1	Warden Avenue/ Tay Road	3
2	Wickham Close	3
7	relating to Coundon Cycle scheme (includes multi-signature letter, 14 signatures)	3

The petitions in opposition were:

Beresford Ave/Durbar Ave/Churchill Ave – 21 signatures

Church Park Close – 15 signatures

The number of letters of support were:

- 1 to proposal for Abercorn Road /Sir Thomas Whites Road
- 3 to proposal for Allesley Hall Drive area
- 1 to proposal for Birmingham Road
- 1 to proposal for Brays Lane
- 1 to proposal for Bowden Way Hothorpe Close
- 1 to proposal for Burnaby Road/St Marys Priory Road
- 1 to proposal for Chaceley Close/Mapperly Close
- 2 to proposal for Glendower Avenue/ Gorseway
- 1 to proposal for Haytor Rise
- 1 to proposal for King Edward Road junctions
- 1 to proposal for Warden Road
- 1 to proposals for Wickham Close
- 2 to proposal for Wycliffe Grove

The number of comments received were:

- 1 to proposal for Allesley Hall Drive Area
- 1 to proposal for Biggin Hall Crescent/Grant Road
- 1 to proposal for Church Park Close
- 1 to proposal for Coundon Road
- 1 to proposal for Ralph Road/ Lavender Avenue

Appendix A details a summary of the objections for the proposals being considered in Part 2 of the 3 objection reports, each proposal, including any letters of support or comments also received, and a response to the issue(s) raised. Copies of the content of the objections can be made available on request (subject to redactions).

#### **4. Timetable for implementing this decision**

- 4.1 It is proposed to make the TRO and install the restrictions as approved by the end of January 2022.

#### **5 Comments from the Director of Finance and the Director of Law and Governance**

## 5.1 Financial implications

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

## 5.2 Legal implications

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic Regulation Order on various grounds e.g. improving safety, improving traffic flow and preserving or improving the amenities of an area provided it has given due consideration to the effect of such an order.

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

There is an obligation under the Road Traffic Regulation Act 1984 to advertise our intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Authority is obliged to consider any representations received. If representations are received, these are considered by the Cabinet Member for City Services. Regulations allow for an advertised Order to be modified (in response to objections or otherwise) before a final version of the Order is made.

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

## 6 Other implications

### 6.1 How will this contribute to the Council Plan

The proposed changes to the waiting restrictions as recommended will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

### 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 waiting restrictions will reduce obstruction of the carriageway, therefore increasing safety for all road users.

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

None

### 6.6 Implications for partner organisations?

None

**Report author(s)****Name and job title:**

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**Service:**

Transportation and Highways

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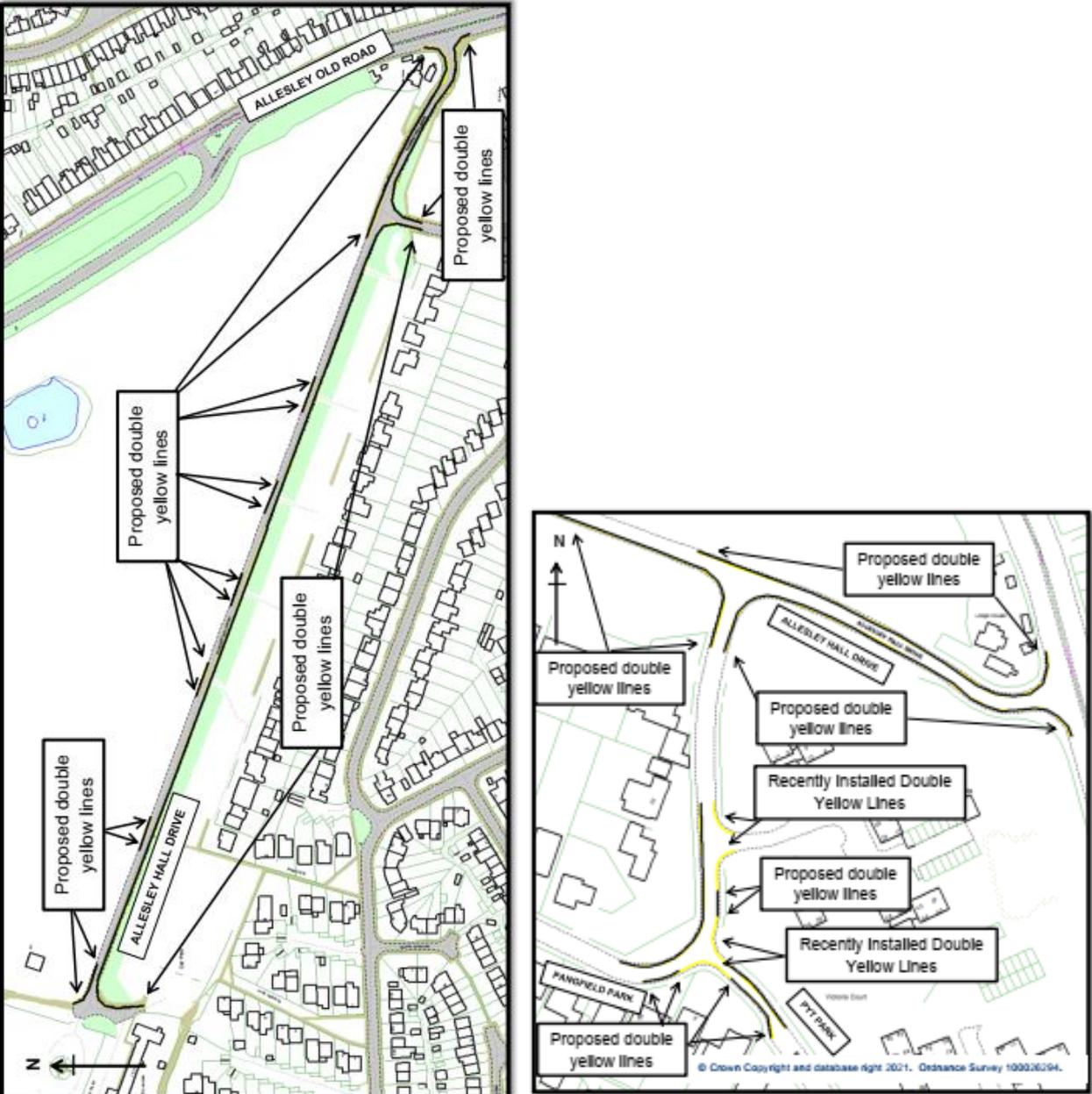
Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Service or Organisation</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Rachel Goodyer	Traffic & Road Safety Manager	Transportation and Highways	02/11/2021	30/11/2021
Joel Logue	Senior Engineer	Transportation and Highways	02/11/2021	03/11/2021
Michelle Salmon	Governance Services Officer	Law and Governance	02/11/2021	03/11/2021
<b>Names of approvers: (officers and members)</b>				
Graham Clark	Lead Accountant	Finance	02/11/2021	03/11/2021
Rob Parkes	Team Leader, Legal Services	Law and Governance	02/11/2021	03/11/2021
Councillor P Hetherton	Cabinet Member for City Services	-	02/11/2021	04/11/2021

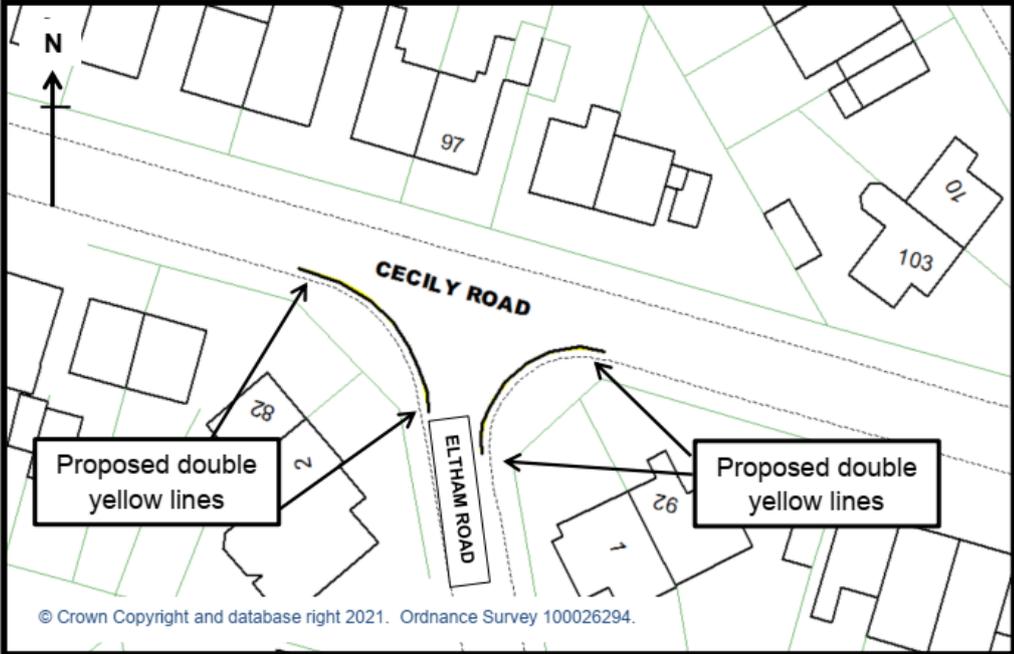
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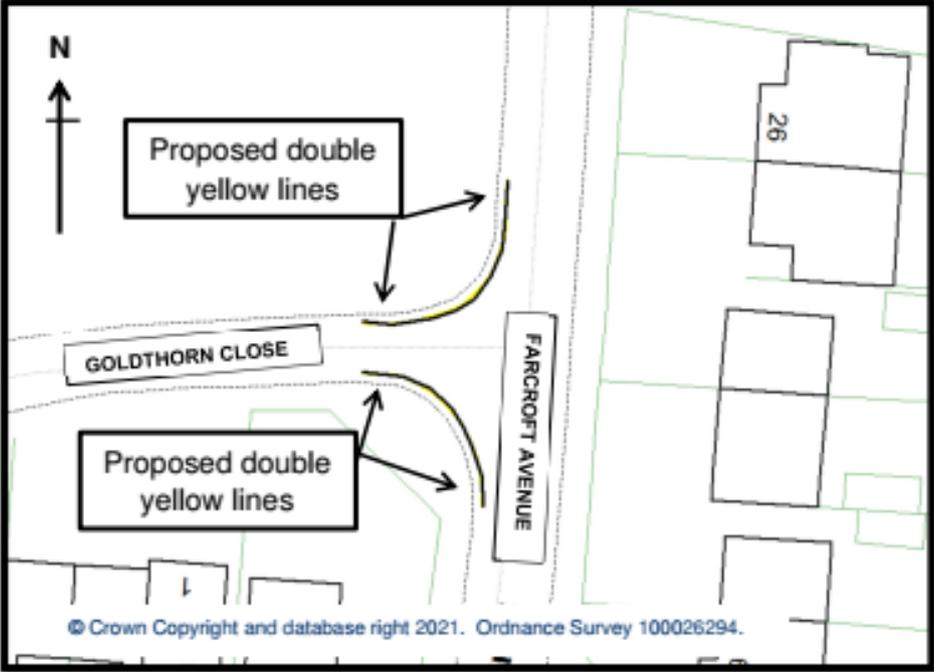
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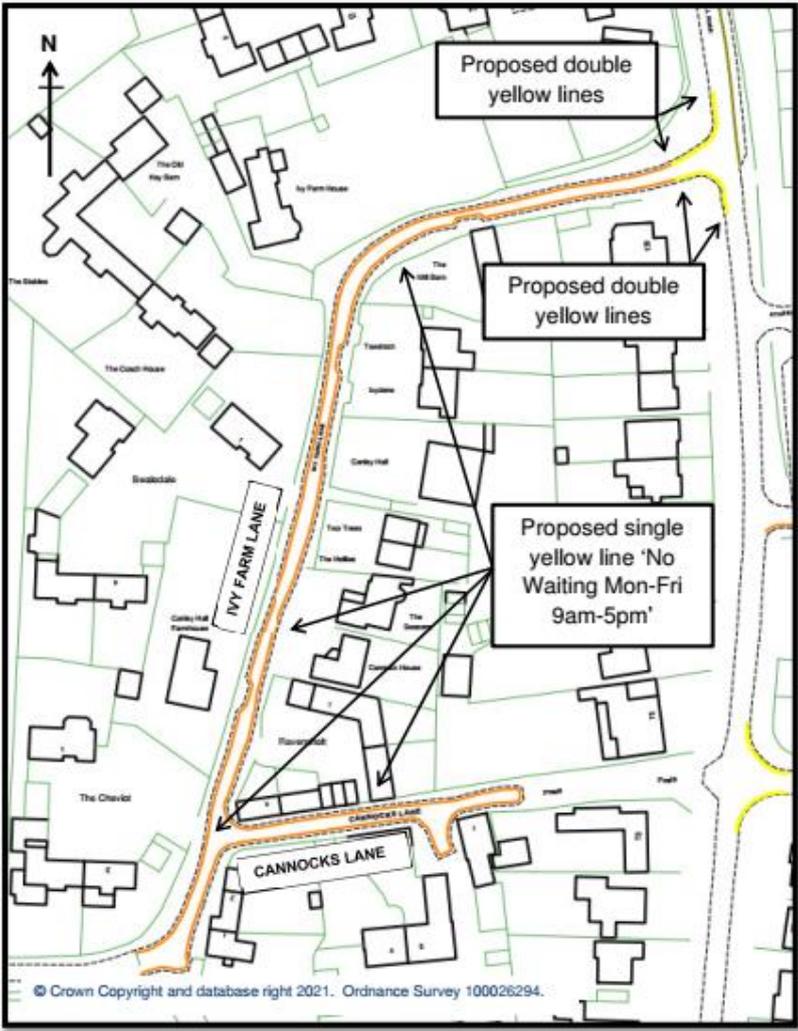
**Appendix A – Summary of proposed restrictions, objections, letters of support and responses**

<p><b>Location (Ward)</b></p>	<p><b>Allesley Hall Drive Area (Whoberley)</b></p>
<p><b>Original Request</b></p>	<p>Residents raised concerns about on street parking. Safety concerns about parking at the junction of Allesley Hall Drive/Allesley Old Road and along Pangfield Park and concerns about parked cars causing obstruction on Pyt Park.</p> <p>Request for parking restrictions on Allesley Hall Drive by Officer from Streetscene &amp; Greenspace. Large numbers of vehicles have been parking when people are visiting the park creating safety and obstruction concerns.</p>
<p><b>Proposal</b></p>	<p>Double yellow lines (no waiting at any time) at Allesley Hall Drive/Allesley Old Road and Allesley Hall Drive /Pangfield Park for junction protection, also double yellow lines on the southern side of Allesley Hall Drive and sections of double yellow lines on the northern side of Allesley Hall Drive to prevent obstruction and create passing places.</p>  <p>The proposal consists of two maps. The left map shows Allesley Hall Drive from the junction with Allesley Old Road to Pangfield Park. It highlights several sections with 'Proposed double yellow lines' in yellow. The right map shows Allesley Hall Drive from Pangfield Park to Pyt Park. It highlights sections with 'Proposed double yellow lines' and 'Recently Installed Double Yellow Lines' in yellow. Both maps include a north arrow and a copyright notice: '© Crown Copyright and database right 2021. Ordnance Survey 100026294.'</p>

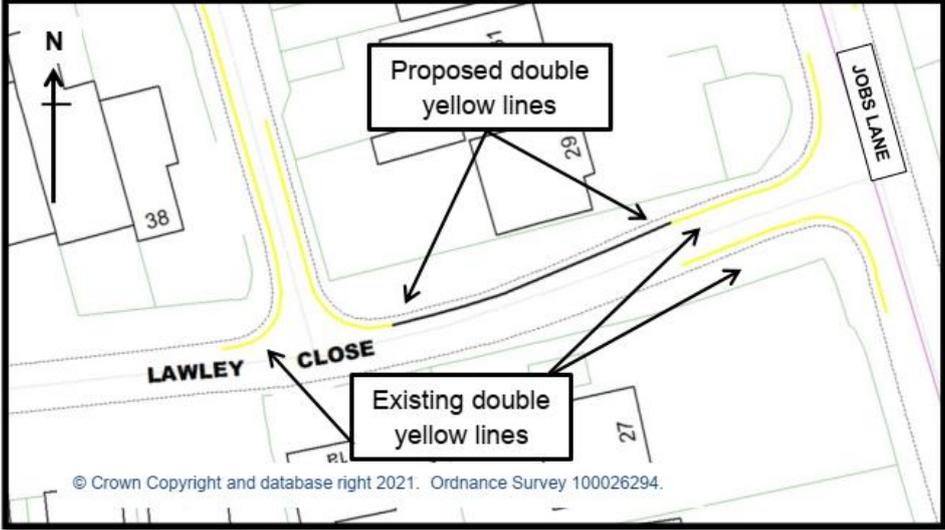
<p><b>Objection (1)</b></p>	<p>[Advising of issues with parking provision, changes that have been made to parking and personal details]</p> <p>[The recent introduction of double yellow lines on Pangfield Park has further reduced parking] and leaving a ridiculous 1 car space gap between the yellow lines - this is a quite tree filled city edge residential area so why discriminate against the majority of people who are already having to fight for spaces especially when several people own three cars?</p> <p>[Reference to practices/needs of other residents and advises] so rely on space available on Pangfield Park. Now you are going to yellow line that further it will just see dog walkers to the park get round yellow lines by increased use of Pangfield Park instead of on Allesley Hall Drive [and in Victoria Court]. One solution could be to actually promote that there is a large car park at the end of Allesley Hall Drive and leave it open past 20.00 - we have dog walkers etc especially since the need to use the outdoors for exercise as the Government shut all the indoor spaces.</p> <p>Who is going to patrol this area especially when it snows and the whole road is double parked? we will just be left sadly with ugly city centre restrictive yellow lines when everyone goes home from walking their dogs and an even greater parking issue which will drive down the value and desire to live here. [How will we overcome loss of further parking?]</p> <p>[ ] you are having ugly double yellow lines installed along Allesley Hall Drive on the south side- I've never seen a car parked here [reference to years] ( only on the odd occasion it snows) and the odd few lines on the north sides - and from the junction of Allesley Hall Drive to Pangfield Park - I have never seen cars parked here on the south side off the north bound Allesley Old Road- it is way too dangerous and uphill. the greatest danger are the large areas of potholes and missing tarmac that appear every year after snow.</p> <p>Why is it then in a beautiful green area that ugly city centre style lines are being painted where no-one parks ? [Reference to devaluation of property and impact on view]</p>
<p><b>Support (3)</b></p>	<p>Support the proposals in the area. Support for Pyt Park restrictions. Support Allesley Hall Drive proposals, but consider there is an anomaly* as one driveway off Allesley Hall Drive (to No.s 19-23) does not have double yellow lines proposed opposite it. [*This was not an anomaly as the proposals were creating passing places and made use of the regularly spaced driveways. However, there were double yellows proposed opposite the Pangfield Park junction adjacent to the aforementioned driveway. The double yellow lines can be proposed to be extended to opposite the driveway as part of the next review]</p>
<p><b>Comment (1)</b></p>	<p>Advises no objections to the proposals, but request double yellow lines in another nearby area.</p>
<p><b>Response to objection</b></p>	<p>The double yellow lines are proposed to address safety and obstruction concerns relating to parking in the area. The additional double yellow lines on the eastern end of Allesley Hall Drive (the Allesley Old Road end) have been proposed to address the potential issue of the transference of parking to an unsuitable area.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>The regulations for signing allow for differing widths and shades of yellow lines to be used in areas regarded as environmentally sensitive.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

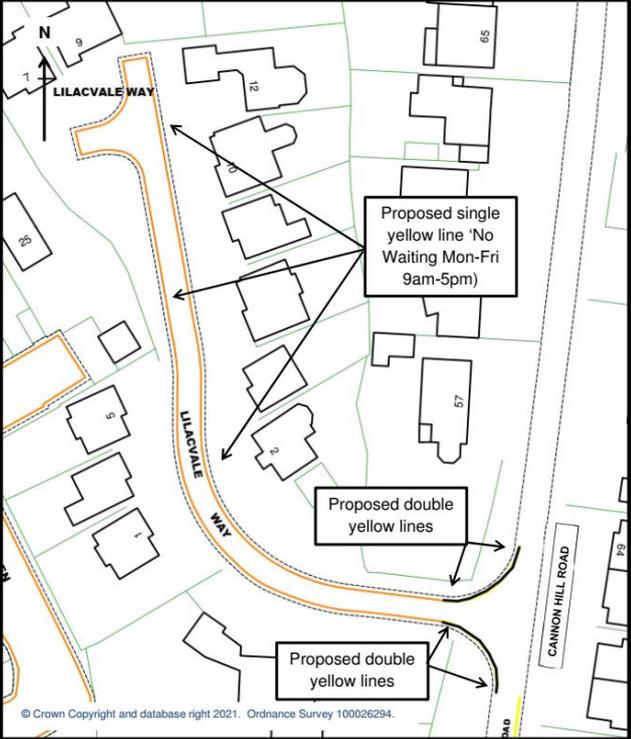
<b>Location (Ward)</b>	<b>Cecily Road / Eltham Road (Cheylesmore)</b>
<b>Original Request</b>	Safety concerns raised by resident about parking at the junction
<b>Proposal</b>	<p>Double yellow lines (no waiting at any time) for junction protection.</p> 
<b>Objection (1)</b>	<p>[details of address and duration as resident] I have not seen any reason to introduce this. There has been no accidents thankfully.</p> <p>To reduce parking spaces at a time when have given permission for a huge building at the other end of Cecily Road without enough parking spaces for those living there will only cause more issues parking.</p> <p>With households having multiple vehicles for commuting to work and [personal circumstances] the loss is spaces is crazy.</p> <p>If we have had no issues in the last 20 years why waste money and resources on something not needed.</p> <p>Now the corner of Cecily Road and William Bristow Road is another thing. Trying to pull out on to a main road with vehicles parked on the corners is a nightmare especially with the speed people come up and down William Bristow Road.</p>
<b>Response to objection</b>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This is to provide visibility at a junction.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>The issues raised regarding the junction of Cecily Road/ William Bristow Road will be investigated.</p> <p>Due to the concerns raised about parking at the junction of Cecily Road/Eltham Road it is recommended that the restrictions are installed as advertised.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

<b>Location (Ward)</b>	<b>Goldthorn Close /Farcroft Avenue (Woodlands)</b>
<b>Original Request</b>	Concerns raised about junction parking
<b>Proposal</b>	<p>Double yellow lines for junction protection,</p>  <p>© Crown Copyright and database right 2021. Ordnance Survey 100026294.</p>
<b>Objection (1)</b>	<p>My objection is waist of public money. I have lived [address and duration] and never had any issues with cars parking where you are proposing yellows lines, apart from anything else it's illegal and dangerous to park that close to a junction.</p> <p>[Alternative location proposed for double yellow lines, Farcroft Avenue/Sutton Avenue, due to badly parked cars at junction and effect on buses]</p> <p>Query – who will enforce?</p>
<b>Response to objection</b>	<p>The double yellow lines are proposed in accordance with the advice from the Highway Code regarding parking at a junction. The Highway Code (243) states 'Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'.</p> <p>The proposals are to address a concern that has been raised.</p> <p>Enforcement of waiting restriction can be undertaken by the City Councils Civil Enforcement Officers (CEOs). If no waiting restrictions are present the police have the necessary enforcement powers to take action when a vehicle is parked in a dangerous manner or causing an obstruction.</p> <p>The issues raised regarding the junction of Farcroft Avenue/Sutton Avenue will be investigated.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

<b>Location (Ward)</b>	<b>Ivy Farm Lane &amp; Cannocks Lane (Wainbody)</b>
<b>Original Request</b>	Concerns raised about non-residents parking in area. In early 2020, residents were consulted on a possible Controlled Parking Zone (CPZ) to prevent problematic parking throughout the day. Residents were asked to select operational days and times they considered would be most effective to address these issues on Ivy Farm Lane, Jacobs Drive and Lilacvale. Of the residents who responded, the vast majority (over 70%) were in favour of the proposed CPZ. A large number of residents also requested the proposed operational times of Monday to Friday 9:00am to 5:00pm.
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) at Ivy Farm Lane /Cannon Hill Road for junction protection. Proposed Controlled Parking Zone, no waiting Monday-Friday, 9am - 5pm in Ivy Farm Lane &amp; Cannocks Lane.</p>  <p>The map shows Ivy Farm Lane and Cannocks Lane. A north arrow is in the top left. Three callout boxes point to specific areas: 'Proposed double yellow lines' at the top junction, another 'Proposed double yellow lines' box in the middle, and 'Proposed single yellow line 'No Waiting Mon-Fri 9am-5pm'' pointing to a section of Ivy Farm Lane. The map also shows various buildings and streets like 'The Coach House', 'Cannocks Lane', and 'Ivy Farm Lane'. A copyright notice at the bottom reads '© Crown Copyright and database right 2021. Ordnance Survey 100026294.'</p>
<b>Objections (4)</b>	<p>Objection to the yellow lines and why can't it just be signage on its own</p> <p>It's a conservation area, and installing yellow lines are unsightly. There is no parking issues and the restrictions are unnecessary. The restrictions will affect tradesmen as they will have nowhere to park</p> <p>There are no issues with parking at this location, and the double yellow lines would look unsightly in a conservation area</p> <p>The yellow lines would look unsightly in a conservation area</p>
	Following complaints about parking, residents of Ivy Farm and Cannocks Lane, were consulted on various waiting restrictions and times of operation to address the problems. This included asking residents whether they wanted the restrictions in the morning and afternoon or Monday

<p><b>Response to objections</b></p>	<p>to Friday 9am to 5pm. 70% of residents that responded supported the Monday to Friday 9am to 5pm option.</p> <p>The proposed restriction will prevent parking Monday to Friday between 9am and 5pm.</p> <p>Although 70% of the responses were in favour of restrictions, since the proposals have been advertised comments have also been received that the proposals were not what were anticipated extending slightly further along Cannocks Lane than some residents envisaged.</p> <p>The proposed CPZ can only be enforced if a single yellow line covers the extents of the restrictions. As this location is a conservation area, we can install a reduced width of yellow line (in accordance with regulations).</p> <p>Due to the responses received, it is recommended that the restrictions are not installed and that further consultation is undertaken. If parking occurs whilst there are no restrictions the Police have the necessary powers to undertake enforcement action if they consider the parking is dangerous or causing an obstruction.</p> <p><b>Recommendation</b> – Do not install restrictions and consult again with the residents of Ivy Farm Lane and Cannocks Lane</p>
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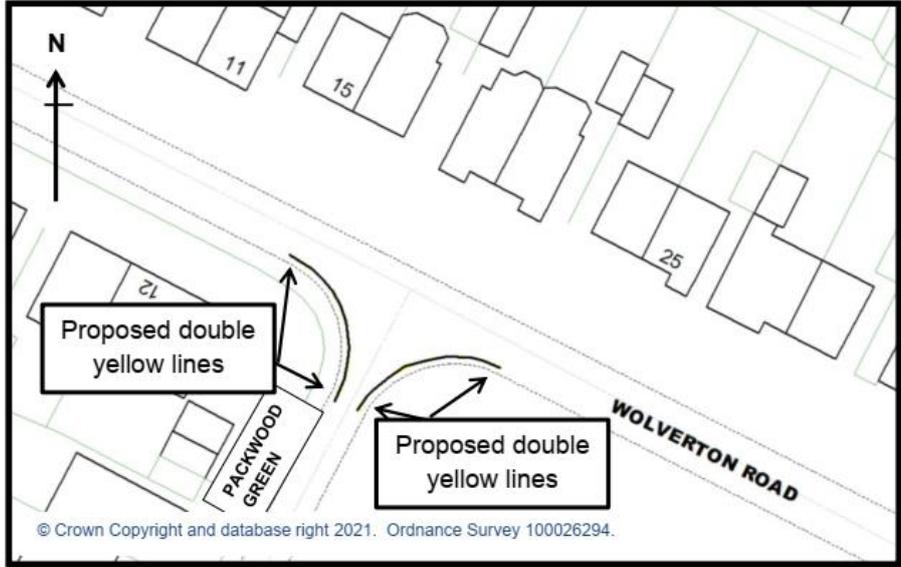
<b>Location (Ward)</b>	<b>Lawley Close (Woodlands)</b>
<b>Original Request</b>	Request by a resident for additional double yellow lines as parked vehicles causing access issues, including for refuse collection
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) to join up the existing 2 lengths of double yellow lines providing junction protection on northern side of Lawley Close</p> 
<b>Objection (1 No.)</b>	<p>There have been no access issues because of vehicles being parked in the area of road you are referring to. This parking area is the only spare piece of road available not in front of residents' properties.</p> <p>People from the flats use it, workers from the children's care home in Job's Lane use it all day, and of course visitors use it.</p> <p>There was a problem a couple of months ago with a refuse collection vehicle demolishing a Virgin broadband cabinet. There were no other vehicles parked near the junction to Lawley Court and no access problems. The driver was very poor at reversing and made several attempts. Even with help from his crew he still managed to demolish the cabinet. I have never seen anything like it by a professional driver.</p> <p>The top end of Lawley Close is poor for access and parking and has been missed out for bin collection because of this. So extending the double yellow lines removing parking spaces will exacerbate the lack of spare parking. These vehicles will then move up the road and cause problems by parking in front of residents' properties, and create new access issues worse than what you claim exist at this time.</p>
<b>Response to objection</b>	<p>The original issues raised were discussed with Waste Services who advised that they do encounter access problems at this location, usually due to problems with vehicles double parking inside the entrance off Jobs Lane. They advised they considered that 'joining up' the existing 2 lengths of double yellow lines on the northern side of Lawley Close would address this issue.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>

<b>Location (Ward)</b>	<b>Lilacvale Way (Wainbody)</b>
<b>Original Request</b>	Concerns raised about non-residents parking in area. In early 2020, residents were consulted on a possible Controlled Parking Zone (CPZ) to prevent problematic parking throughout the day. Residents were asked to select operational days and times they considered would be most effective to address these issues on Ivy Farm Lane, Jacobs Drive and Lilacvale. Of the residents who responded, the vast majority (over 70%) were in favour of the proposed CPZ. A large number of residents also requested the proposed operational times of Monday to Friday 9:00am to 5:00pm.
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) at Lilacvale Way for junction protection. Proposed controlled parking zone, no waiting Monday-Friday, 9am - 5pm in remainder of Lilacvale Way</p> 
<b>Objections</b> 2	<p>Object as there is only an issue with parking around that area between 8.40-9am and 3.15-3.30pm (less than an hour in the day) due to school parking but it will also cause an issue for residents that may need safe additional parking.</p> <p>Any trades people or visitors to surrounding houses will need to park on the extremely narrow and busy Cannon Hill road instead of using the safer option in Lilac Way.</p> <p>An 8-9am / 3-4pm no waiting is all that is required at best.</p> <p>Whilst we do appreciate your efforts in trying to resolve the parking issues in our area we do think the total rejection of parking during the day' Monday to Friday is excessive. For safety, parents do need to park, briefly, whilst dropping off and picking up children for Cannon Park School. They need that. It's preventing people from parking for lengthy periods who work locally, usually at the University, which must be discouraged</p>
<b>Response to objections</b>	<p>Following complaints by residents of Lilacvale Way, we consulted residents on various restrictions and times of operation. This included asking residents whether they wanted the restrictions in the morning and afternoon, or Monday to Friday, 9am to 5pm. 70% of residents that responded supported the Monday to Friday 9am to 5pm option.</p> <p>Residents expressed the reasons for selecting the Monday to Friday 9am to 5pm option was that vehicles were parked on Lilacvale Way throughout the day, and this was creating a road</p>

	<p>safety hazard; as residents were forced to reverse over long distances to give way to oncoming vehicles. Residents highlighted that the parking problems were not related to the School, but in fact by students attending the nearby university.</p> <p>The restrictions will prevent parking Monday to Friday between 9am and 5pm.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>
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<b>Location (Ward)</b>	<b>Packwood Green / Wolverton Road (Woodlands)</b>
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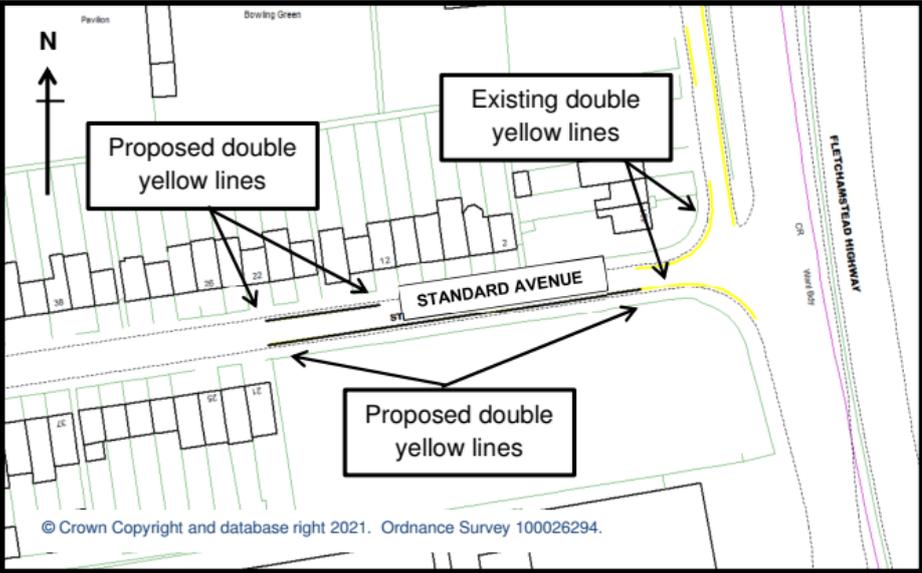
<b>Original Request</b>	Safety concerns raised about parking at the junction
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<b>Proposal</b>	<p>Double yellow lines for junction protection</p> 
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	Due to the number of objections received (5) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposals.
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<b>Objections</b> <b>5</b>	The following are the issues raised in the objections. The number relates to the number of objections which have raised the same or a similar issue.	
	Issue does not need addressing. No vehicles park on this junction	1
	No issue only occasionally observe an odd vehicle parked for a short period of time.	1
	Never been restricted due to parking at the junction	2
	Proposals a waste of time and money	4
	Other locations highlighted where parking is considered more of a concern.	2

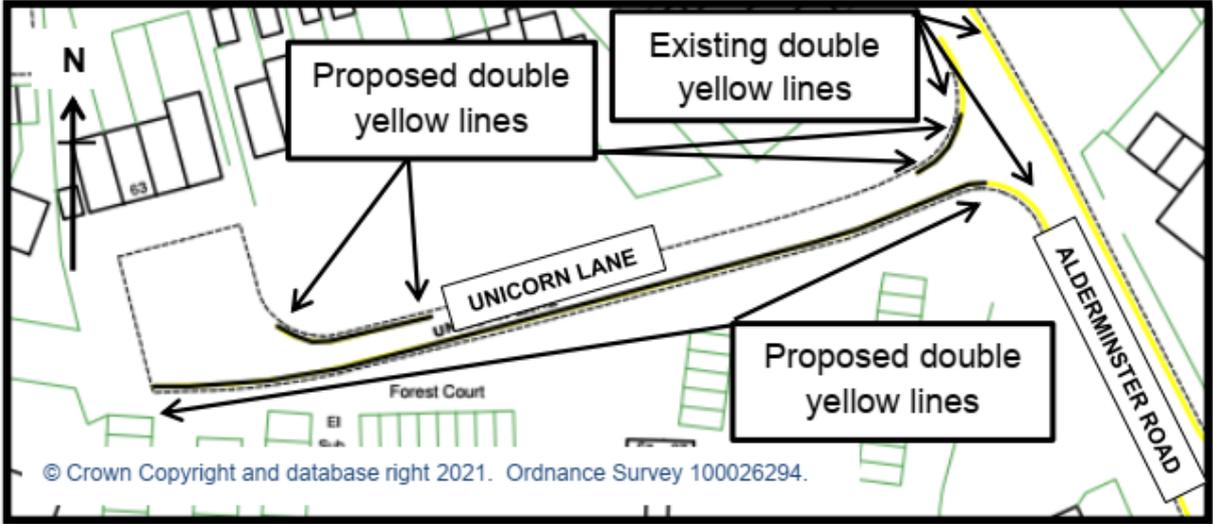
<b>Response to objection</b>	<p>The double yellow lines were proposed in response to concerns raised.</p> <p>Time and resources have already been used regarding this issue and process. Although it is stated that no vehicles are currently being parked at this location, the double yellow lines will assist to prevent it arising in the future.</p> <p>As main objection is regarding the use of resources, rather than waste the resources already used, it is recommended that the restrictions are Installed as advertised.</p> <p><b>Recommendation</b> – Install restrictions as advertised.</p>
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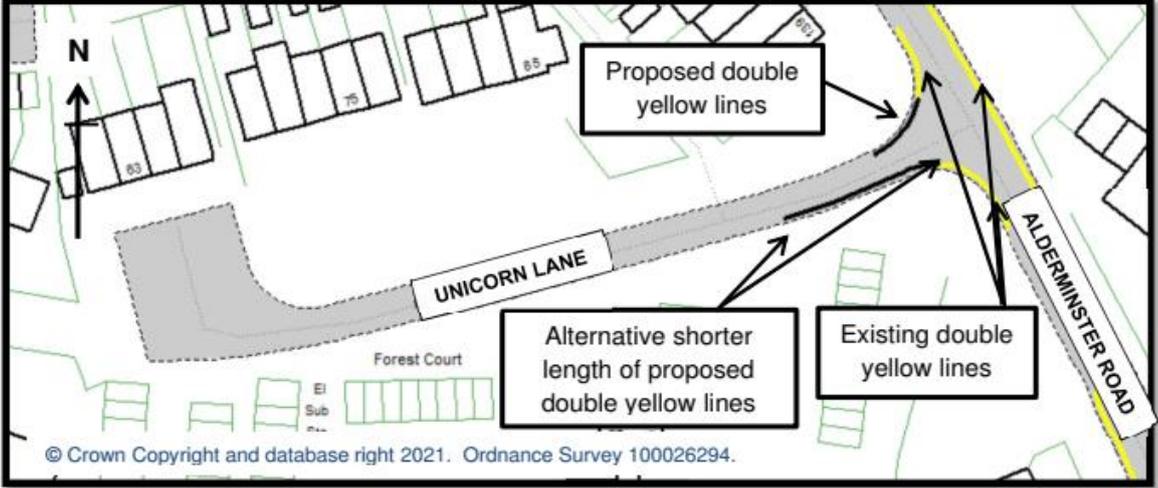
<b>Location (Ward)</b>	<b>Standard Avenue (Westward)</b>													
<b>Original Request</b>	Waiting restrictions due to new development.													
<b>Proposal</b>	<p>Proposed double yellow lines (no waiting at any time) due to new development. Proposed outside development on southern side of road and opposite access into development</p>  <p>© Crown Copyright and database right 2021. Ordnance Survey 100026294.</p>													
	Due to the number of objections that have been received (12) with similar reasons, the objections have been grouped together highlighting the main reasons for objecting to the proposal													
<b>Objections (12)</b>	<p>The following are the issues raised in the objections. The number relates to the number of objections which have raised a similar issue.</p> <table border="1" data-bbox="271 1191 1554 1599"> <tr> <td data-bbox="271 1191 1442 1258">Installing double yellow lines would simply moves cars further up the street which is already extremely congested</td> <td data-bbox="1442 1191 1554 1258">5</td> </tr> <tr> <td data-bbox="271 1258 1442 1361">On weekdays, local companies Jaguar and Audi, take up a lot of the parking space on both sides of the road. Restricting the parking on Standard Avenue as proposed will make the situation much worse</td> <td data-bbox="1442 1258 1554 1361">2</td> </tr> <tr> <td data-bbox="271 1361 1442 1397">The proposals penalise local residents (and their visitors)</td> <td data-bbox="1442 1361 1554 1397">4</td> </tr> <tr> <td data-bbox="271 1397 1442 1496">Not necessary, since the development completed the parking situation has been good (enough space for residents &amp; extra for visitors). Double yellow lines will make the situation worse.</td> <td data-bbox="1442 1397 1554 1496">4</td> </tr> <tr> <td data-bbox="271 1496 1442 1532">If parking is prevented, it will increase vehicles speeding</td> <td data-bbox="1442 1496 1554 1532">2</td> </tr> <tr> <td data-bbox="271 1532 1442 1599">Instead of double yellow lines, consider a scheme that does not ban parking outright, such as a residents parking scheme</td> <td data-bbox="1442 1532 1554 1599">6</td> </tr> </table>		Installing double yellow lines would simply moves cars further up the street which is already extremely congested	5	On weekdays, local companies Jaguar and Audi, take up a lot of the parking space on both sides of the road. Restricting the parking on Standard Avenue as proposed will make the situation much worse	2	The proposals penalise local residents (and their visitors)	4	Not necessary, since the development completed the parking situation has been good (enough space for residents & extra for visitors). Double yellow lines will make the situation worse.	4	If parking is prevented, it will increase vehicles speeding	2	Instead of double yellow lines, consider a scheme that does not ban parking outright, such as a residents parking scheme	6
Installing double yellow lines would simply moves cars further up the street which is already extremely congested	5													
On weekdays, local companies Jaguar and Audi, take up a lot of the parking space on both sides of the road. Restricting the parking on Standard Avenue as proposed will make the situation much worse	2													
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Not necessary, since the development completed the parking situation has been good (enough space for residents & extra for visitors). Double yellow lines will make the situation worse.	4													
If parking is prevented, it will increase vehicles speeding	2													
Instead of double yellow lines, consider a scheme that does not ban parking outright, such as a residents parking scheme	6													
<b>Response to objections</b>	<p>The double yellow lines were proposed as part of works associated with the new development.</p> <p>It is not a duty of the City Council to provide on street parking.</p> <p>Many of the objectors advise that since the completion of the new development they have not experienced any difficulties parking or due to parking. Their concerns also relate to the transference of parking into other areas, which is always a possibility.</p> <p>A review of the recorded personal injury collision history of this location has shown, that there have been no in jury collisions in the last 3 years.</p> <p><b>Recommendation</b> – Do not install the proposed restrictions on Standard Avenue.</p>													

Monitor the location and if future concerns are raised regarding road safety or obstruction by residents, the police or officers, consider the introduction of double yellow lines (note the legal process would have to be undertaken afresh should this situation arise).

<b>Location (Ward)</b>	<b>Station Avenue (Westwood)</b>
<b>Original Request</b>	Residents raised safety concerns due to on street parking on Station Avenue
<b>Proposal</b>	<p>Extension of double yellow lines (no waiting at any time).</p>  <p>The map shows Station Avenue running vertically. A north arrow is in the top left. Buildings on the left include 'The Auction House (PH)' and a 'Car Park'. Buildings on the right include a 'PO' and several residential houses. A 'Shed' is also marked. A 'STATION AVENUE' label is placed vertically on the road. Yellow lines indicate 'Existing double yellow lines' and 'Proposed double yellow lines'. 'Existing Bus Stops' are marked with arrows pointing to specific locations on the road. A copyright notice at the bottom reads: '© Crown Copyright and database right 2021. Ordnance Survey 100026294.'</p>

<b>Objections (3)</b>	Installing double yellow lines on Station Avenue will make the road wider and subsequently increase vehicular speeds; making the road more dangerous for road users.
	The installation of double yellow lines will detrimentally affect local shops and reduce trading, particularly for customers that cannot walk significant distances.
	The restrictions will affect customers and staff parking, and deliveries to the shop.
<b>Response to objections</b>	In response to concerns raised by residents and ward councillors, about vehicles that do not belong to local people parking across driveways and restricting visibility, we proposed the installation of additional double yellow lines on Station Avenue.
	The restrictions have been carefully designed so they do not have an impact on local businesses, and subsequently, we are not proposing restrictions on the western side of Station Avenue in front of the businesses. We are proposing double yellow lines in front of residential properties, to address the issue of residents concerns about parked vehicles close to property accesses causing obstructions. Vehicles parking in this manner can reduce driver visibility and this can result in a significant road safety problem.
	100% of consultation responses received supported the installation of double yellow lines as proposed.
	For road safety reasons, it is recommended to install the restrictions as proposed.
	<b>Recommendation</b> – Install restrictions as advertised.

<b>Location (Ward)</b>	<b>Unicorn Lane (Woodlands)</b>
<b>Original Request</b>	Concerns raised about access, particularly for refuse collection.
<b>Proposal</b>	Proposed double yellow lines (no waiting at any time) on the southern side of Unicorn Lane from its junction with Alderminster Road to its cul de sac end together with some double yellow lines on the northern side of the road.
	
<b>Objection Multi-signature letter (15 signatures)</b>	<p>The restrictions will create more problems for residents and effect their quality of life. Unicorn Lane parking attempts to accommodate parking for the flats and the houses. Many residents are elderly and need to park close to their homes.</p> <p>The refuse collections are a result of inconsiderate parking at the entrance to Unicorn Lane. Restrictions will push traffic onto surrounding roads, and this may create a road safety hazard.</p>

<p><b>individual Objections (5)</b></p>	<p>The issues raised are similar and have been summarised below</p> <ul style="list-style-type: none"> <li>Consider a single yellow line with time constraints not double yellow lines</li> <li>Consider an alternative solution such as residents permit scheme</li> <li>Concerns about finding alternative parking</li> <li>Concerned about migration of the parking problem onto Alderminster Road</li> </ul>
<p><b>Response to objections</b></p>	<p>Following the number of concerns raised and objections received to the proposals, which were supported by Ward Councillors, we consulted residents about possible alternative options of shorter lengths of double yellow lines, retaining the original proposals or neither option. The consultation was to assist to provide a recommendation for approval which the majority of residents supported and considered would address the original concerns about access, especially for refuse collection.</p> <p>The majority of residents who responded supported the option shown below, a shorter extent of double yellow lines. It is therefore recommended that the proposed double yellow lines for Unicorn Lane are reduced to the extents shown below.</p>  <p>The map shows Unicorn Lane and Alderminster Road. A north arrow is in the top left. Buildings are shown with house numbers 63, 75, and 85. A grey area is labeled 'Forest Court'. A copyright notice at the bottom reads: '© Crown Copyright and database right 2021. Ordnance Survey 100026294.' Three callout boxes with arrows point to specific areas: 'Proposed double yellow lines' points to a long section of double yellow lines at the junction; 'Alternative shorter length of proposed double yellow lines' points to a shorter section of double yellow lines; and 'Existing double yellow lines' points to a section of double yellow lines on Alderminster Road.</p> <p><b>Recommendation</b> – Install shorter extent of double yellow lines and monitor</p>

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Cabinet Member for City Services

15<sup>th</sup> November 2021

**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:**

**Title:** 2021/22 Local Safety Scheme Programme – Average Speed Enforcement Scheme, Stoney Stanton Road, Coventry

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**Is this a key decision?**

No

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**Executive Summary:**

Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures to address these concerns.

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, and both ASE projects were introduced in January 2019. As a result of positive initial results in terms of speed reduction, and personal injury collision reduction, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019 and are now operational.

In June 2020, following the early positive safety results of the existing schemes Cabinet Member for City Services approved four additional ASE schemes including Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way. In December 2020, the Sky Blue Way ASE scheme was delayed due to technical difficulties with the location, and the Foleshill Road Scheme was approved in its place. This scheme has been operational since June 2021.

It is now also proposed, as part of the 2021/22 Local Safety Scheme Programme, to introduce a further ASE scheme on Stoney Stanton Road; following consideration of the high number of accidents on Stoney Stanton Road related to speeding vehicles.

The installation of the Stoney Stanton Road ASE scheme 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 the implementation of an ASE scheme on Stoney Stanton Road from its junction with the A444 to its junction with Harnall Lane East.
- 2) Subject to recommendation 1 above, 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 Stoney Stanton Road ASE Scheme

**Background Papers**

None

**Other useful documents:**

**Cabinet Report dated 6<sup>th</sup> March 2019**

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

**Cabinet Member for City Services report dated 9<sup>th</sup> September 2019**

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

**Cabinet Report dated 10<sup>th</sup> March 2020**

2020/21 Transportation and Highway Maintenance Capital Programme

**Cabinet Member for City Services report dated 15<sup>th</sup> June 2020**

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

**(the one detailing the ASE sites for approval)**

**Has it been or will it be considered by Scrutiny?**

No, however the use of ASE was considered and approved at the Neighbourhoods and Communities Scrutiny Board (4) on 28<sup>th</sup> February 2018 and the Board were further updated on 17<sup>th</sup> December 2020

**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:**

2020/21 Local Safety Scheme Programme –Average Speed Enforcement Scheme Stoney Stanton Road

**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 (1<sup>st</sup> March 2017 to 28<sup>th</sup> 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 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 10 ASE schemes on high traffic volume routes that have a high number of KSI's. These are on London Road (2 schemes), Ansty Road (2 schemes), Binley Road, Henley Road, Longford Road, Bell Green Road, Burnaby Road and Foleshill Road.
- 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 were classified (relating to injuries) as 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.
- 1.12 In June 2020, Cabinet Member for City Services approved a further four ASE schemes at the following locations, as these locations have the highest number of KSIs based on the latest 3-year accident history rate.
  - 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).
- 1.13 The Longford and Bell Green Road ASE schemes each also include a short section of Old Church Road. The Sky Blue Way (from its junction with Lower Ford Street to its junction with A444) scheme has been delayed because of technical difficulties.
- 1.14 Longford Road, Bell Green Road and Burnaby ASE schemes became operational in February 2021, and to date, each location has experienced a significant increase in speed limit compliance and a reduction in personal injury collisions.
- 1.15 The Foleshill Road ASE scheme replaced the Sky Blue Way ASE proposal, and this scheme became operational in June 2021. To date, this scheme has experienced a reduction in vehicular speeds and personal injury collisions.

#### **The data-led case for ASE on Stoney Stanton Road**

- 1.16 Contributory factors attributed to the collisions on Stoney Stanton Road (A444 to Harnall Lane East) included vehicles travelling at excessive speeds and other factors associated with driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below and includes 11 people killed or seriously injured (KSIs) personal injury collisions.

**Table:** Stoney Stanton Road Personal Injury Collisions

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Foleshill Road (extents)	42	1	10

1.17 Subject to approval and in accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Stoney Stanton Road ASE scheme this financial year.

## **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 Stoney Stanton Road 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,

## **4. Timetable for implementing this decision**

4.1. If approved, the Stoney Stanton Road ASE scheme will be installed this financial year (2020/21).

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

### **5.1. Financial implications**

The implementation of an ASE scheme on Stoney Stanton Road would be funded from the local safety scheme allocation, approved by Cabinet on 9<sup>th</sup> March 2021 as part of the Transportation & Maintenance Capital Programme 2021/22.

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. A total reimbursement of £36,061.67 was received in 2021, and this will contribute to the revenue costs associated with the ASE Programme. The remaining costs will be funded from the integrated transport block capital budget.

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

<b>Financial Year Costs</b>	<b>2020-21 £000</b>	<b>2021-22 £000</b>	<b>2022-23 £000</b>
<b>Existing Schemes</b>	20	25	32
<b>Proposed Schemes</b>	0	17	30
<b>Total</b>	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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<b>Contributors:</b>				
Rachel Goodyer	Head of Traffic	Transportation and Highways	01/11/21	01/11/21
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Michelle Salmon	Governance Services Officer	Law and Governance	01/11/21	01/11/21
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Graham Clarke	Lead Accountant	Finance	01/11/21	01/11/21
Rob Parkes	Team Leader, Legal Services	Law and Governance	01/11/21	02/0121
Councillor P Hetherton	Cabinet Member for City Services	-	01/11/21	01/11/21

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APPENDIX A –Location plan Stoney Stanton Road ASE

