

Cabinet Member for City Services

Time and Date

2.30 pm on Wednesday, 6th April 2022

Place

Committee Room 3 - Council House

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

Public Business

1. **Apologies**
2. **Declarations of Interests**
3. **Minutes** (Pages 3 - 10)
 - (a) To agree the minutes of the meeting held on 7th March 2022
 - (b) Matters Arising
4. **Objections to Proposed Road Safety Scheme - Cannon Hill Road Area**
(Pages 11 - 24)

Report of the Director of Transportation and Highways

Notes:

(i) The objectors have been invited to the meeting for the consideration of this item.

(ii) To consider the 'Include Cannon Park Road in the Cannon Hill Road Area 20mph Zone (Order 2022)' petition, bearing 135 signatures. The petition is being supported by Councillor Heaven, a Wainbody Ward Councillor, who is invited to the meeting for the consideration of this item along with the petition organiser.

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

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

Tuesday, 29 March 2022

Note: The person to contact about the agenda and documents for this meeting is Michelle Salmon, Governance Services, 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))

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Michelle Salmon

Governance Services

Email: michelle.salmon@coventry.gov.uk

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 2.30 pm on
Monday, 7 March 2022

Present:

Members: Councillor M Heaven (Shadow Cabinet Member)
Councillor P Hetherton (Cabinet Member)
Councillor G Lloyd (Deputy Cabinet Member)

Other Members: Councillor L Bigham, Chair of Communities and
Neighbourhoods Scrutiny Board (4)
Councillor J Clifford - for Minute 62 below

Employees:

R Goodyer, Traffic Management
L Knight, Law and Governance
R Parkes, Law and Governance
G Raleigh, Transportation and Highways
M Wilkinson, Traffic Management

Apology: Councillor R Lancaster – Minute 62 below

Public Business

60. Declarations of Interests

There were no declarations of interest.

61. Minutes

The minutes of the meeting held on 26th January 2022 were agreed as a true record. There were no matters arising.

62. Petition - Park Avenue Verge

The Cabinet Member considered a report of the Director of Transportation and Highways concerning a petition, bearing 43 signatures, requesting that the verge in Park Avenue be tarmacked. The petition was supported by Councillor Lancaster, a Holbrooks Ward Councillor who was unavailable for the meeting. Councillor Clifford, also a Holbrooks Ward Councillor, attended along with the petition organiser and they spoke in support of the petition.

The Cabinet Member had considered the petition prior to this meeting and requested that the petition was dealt with by determination letter. On receipt of the determination letter, the petition organiser had advised that she wanted the issue to be considered at a Cabinet Member for City Services meeting. A copy of the determination letter was set out at Appendix B to the report.

The report indicated that Park Avenue was a residential cul-de-sac off Holbrook Lane. A location plan was set out at Appendix A to the report.

The determination letter had advised that, in response to the petition, Park Avenue would be added to verge scheme request list; however, verge programme requests were prioritised in line with the verge protection policy, which gave greater priority to roads on major routes. New Bredon gravel had been laid on the verges and a recent inspection found no maintenance issues. Park Avenue would continue to be monitored as part of the highway inspection programme.

The report detailed that Bredon gravel was the standard material used by the Highways Maintenance Team for verge repairs, as it compacted well over time. The annual inspection of Park Avenue had been undertaken recently by the Council's Highways Inspectors and no defects were identified that met the Council's criteria for intervention.

The cost of verge protection schemes was funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Councillor Clifford informed that the verge was in a very poor condition, especially when the weather was wet. The Bredon gravel would be acceptable if it had been laid properly, however, at the present time the gravel just mixed with the mud which prevented the surface water from draining away. He highlighted the difficulties that this caused for residents.

The petition organiser detailed that the problem experienced by residents had been ongoing for the past 10 years. The gravel had been thrown down and not compacted so it wasn't working. The verge was uneven and presented a trip hazard. The dips caused large puddles. She highlighted the need for proper preparation works prior to the gravel being put down.

Officers clarified that Bredon gravel was the option for such verges. Priority for verge funding works was given to verges on the main arterial routes in and out of the city. It was clarified that the DLO would be requested to carry out a further replacement of the Bredon gravel highlighting the issues that had arisen. If this was unsuccessful then there was a further potential option which could be considered which involved using recycled materials as an alternative solution.

RESOLVED that:

(1) The petitioners' concerns be noted.

(2) Officers be requested to arrange for the Bredon gravel to be replaced on the verge at Park Avenue and, if this treatment is not successful, further consideration be given to an alternative solution.

63. Objections to Proposed Prohibition of Parking in Spon End

The Cabinet Member considered a report of the Director of Transportation and Highways concerning three objections that had been received to the City of Coventry (Spon End) (Prohibition of Waiting and Loading) Order, advertised on 18th November, 2021 which prohibited parking in Spon End outside the Spon End Terrace and Nissan Westway. The prohibition was required to facilitate the widening of the running carriageway through Spon End as part of the Air Quality

Action Plan. The objectors had been invited to the meeting and all attended and outlined their concerns to the Cabinet Member.

The report indicated that since 2017 the Council had been working closely with the Government's Joint Air Quality Unit (JAQU) to develop an action plan to reduce NO2 levels below the legal limit of 40ug/m3 in the shortest possible time.

Following consultation in 2019 and 2020, the Council developed a Local Air Quality Action Plan. To develop this plan, around fifty individual measures had been assessed using traffic and air quality models. A further consultation was held in November and December 2021 on the details of the infrastructure schemes which formed a key part of the package of measures. The package of measures consulted on was the one that best deals with the NO2 on Holyhead Road without transferring the problem to other areas in the city. The plan included work to reduce traffic on Holyhead Road and to direct traffic through a widened Spon End. To enable this to happen, changes were required to three areas around Holyhead Road as follows:

- i) Spon End: remove the pinch point which cause congestion at Spon End and to reduce traffic delays and queuing
- ii) Ring Road Junction 7: remodel Junction 7 including removing the roundabout and Moat Street Car Park and replace with a direct route from Spon End to the city centre
- iii) Upper Hill Street/Barras Lane: close the right turn from Holyhead Road to Barras Lane and remove one of the key congestion points in the city.

The proposed Traffic Regulation Order (TRO) to prohibit parking in Spon End outside the Spon End terrace and outside Nissan Westway was required to complete the necessary highway works at Spon End. A location plan was set out at an appendix to the report.

Details of the three objections that were received to the proposals during the 21-day objection period and responses to the objections were summarised in a second appendix to the report. The objectors were concerned that removing the parking would bring the running traffic lane closer to the listed buildings and that the loss of parking would have an impact on the businesses in the Spon End terrace.

The cost of introducing the proposed Air Quality scheme, would be funded by the Air Quality Implementation Fund supported by additional funding from the Transforming Cities Fund.

On completion of the works, the Council would provide alternative off-street parking.

The objectors put forward a number of concerns to the Cabinet Member including they felt that the alternative off street parking being offered wasn't a safe and secure location and would increase insurance costs; correspondence had been received stating works would be undertaken at night time over a 12-18 month period; the 4 lane carriageway would be very close to the properties and would encourage more traffic hence more pollution; the current parking spaces offered a good buffer for the residents and businesses at the location; additional traffic would exacerbate the problems of vibration caused by buses and lorries; and the

proposal would mean a reduction in the value of properties and was compensation an option.

The objectors felt that pollution from the Holyhead Road was just being transferred to Spon End and this would affect the quality of their lives; and concerns were raised about the mitigation measures that had been recommended to the objectors.

Reference was made to the impact the measures would have on the local fish and chip shop with concerns about deliveries and a reduction of passing trade.

A further concern raised involved the consultation process since some properties hadn't received the notification about the TRO and if these residents had been aware of the proposal, they would have submitted objections. Clarification was sought about what had happened to petitions that hadn't been referred to during the consultation process.

The objectors also referred to the health implications of living with the pollution generated by the additional traffic, along with the increased levels of noise.

Councillor Lloyd, Deputy Cabinet Member sought clarification on a number of issues including what could be done to assist the local business with the issue concerning delivery times; the potential option to have a weight limit approach on the road to prevent heavy traffic using the road as a short cut; consultation with Satnav companies relating to concerns about current diversion routes on their systems; to look again at other off street parking options including the Rugby Club; providing residents and businesses with progress updates as works progress with the scheme; a request for additional tubes to be installed in the locality to measure pollution levels; and consideration of additional measures to mitigate against the noise, pollution fumes and vibrations. Councillor Heaven asked about the option to provide off street parking in an area by the local church. The officer undertook to investigate the issues raised.

Councillor Hetheron, Cabinet Member, highlighted the Council's aspirations for encouraging residents to walk, cycle and use public transport with the aim of reducing traffic levels across the city.

RESOLVED that:

(1) Having considered the objections to the prohibition of the parking Traffic Regulation Order, the Order for the removal of the parking in Spon End outside the terrace and outside Nissan Westway be approved.

(2) Officers be requested to investigate the issues raised, as detailed above, to help mitigate potential problems for residents and local businesses.

64. Air Quality - Proposed Junction 7 Subway Closure and Application to Stop Up Highway

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval to close and stop up a subway at Junction 7 to facilitate changes required by the local Air Quality Action Plan to reduce traffic on Holyhead Road and direct the traffic through a widened Spon End.

The report indicated that like many towns and cities throughout the UK, roadside pollution levels, especially those resulting from Nitrogen Dioxide (NO2) emissions from traffic, were a concern. The Council had been told by Government to reduce NO2 levels, especially on Holyhead Road where the levels were the highest in the city. If the Council couldn't improve air quality, then Government would force the Council to introduce a charging zone.

The Council had developed a Local Air Quality Action Plan and consultation took place between March and May 2020. This plan included work to reduce traffic on Holyhead Road and to direct traffic through a widened Spon End. To do this, changes were required to three areas around Holyhead Road, including Spon End and Junction 7.

To facilitate the changes at Junction 7, it was necessary to close and infill the adjacent existing subways. One of the existing subways was designated as highway therefore it was proposed Stop Up this subway. Details of location were set out at an appendix to the report. The subway currently provided a route for pedestrians from Croft Road to Butts Road, beneath the Junction 7 / Moat Street Car Park traffic island.

Upon completion of the proposed works, the re-aligned Junction 7 would accommodate pedestrian access between Butts Road and Croft Road via new footways.

The report highlighted that the Council held a public consultation between 17th November and 15th December 2021 regarding the detail of the latest Air Quality proposals. 269 people completed the online questionnaire, 2,200 viewed the web page with 864 downloading associated documentation. 19 people emailed the air quality inbox to request further information or gave feedback and 39 people attended a drop-in session.

The Cabinet Member was informed that there was a mixture of views on the closure of the subways with some expressing concern at their closure, while others highlighted safety concerns with the subways and welcomed the closures.

The Air Quality programme was fully funded from the Air Quality Implementation Fund grant of £25.447 million already received by the City Council from Central Government. This grant was for the delivery of the Local Air Quality Action Plan as approved by the Council's Cabinet on 21st July 2020, which included the provision of shared use facilities from Spon End to Croft Road.

The closure of the subway would be undertaken following the advertisement of the public notice and the expiry of the minimum 21-day notice period. The timetable for implementation of the Air Quality scheme was expected to take place between Spring 2022 and Winter 2023. The application to Magistrates' Court would be made as soon as was practicable.

RESOLVED that:

- 1) The permanent closure and infilling of the subway be approved.**

2) Approval be given for officers to commence the legal process to Stop Up the subway as identified in Appendix B to the report in accordance with the provisions of Sections 116 of the Highways Act 1980.

3) Approval be given for an application to be made to the Magistrates' Court for an Order stopping up the highway as identified on plan in Appendix B to the report.

4) Authority be delegated to the Director of Highways and Transportation, following consultation with the Director of Law and Governance and the Chief Operating Officer (Section 151 Officer), to execute all necessary agreements and orders necessary to give effect to the recommendations set out in this report.

65. Air Quality Shared and Segregated Footway and Cycleway

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval for the incorporation of both the shared footway and cycleway and segregated footway and cycleway which formed part of the Spon End/ Butts Road highway improvements included within the local Air Quality Action Plan.

The report indicated that Air pollution was having a harmful impact on the health of people living, working and studying in Coventry. Like many towns and cities throughout the UK, roadside pollution levels, especially those resulting from Nitrogen Dioxide (NO₂) emissions from traffic, were a concern. The Council had been told by Government to reduce NO₂ levels, especially on Holyhead Road where the levels were the highest in the city otherwise the Council would be required to introduce a charging zone.

In response, the Council had developed a Local Air Quality Action Plan which was the subject of consultation between March and May 2020. This plan included work to reduce traffic on Holyhead Road and to direct traffic through a widened Spon End which required changes to three areas around Holyhead Road including Spon End.

These changes at Spon End included the provision of segregated and shared footway and cycleway (cycle track) which would link the existing cycleway at Upper Spon Street to the city centre. 15 toucan crossings were also proposed to accommodate the increase in cycle facilities. The scheme details were set out in Appendix A to the report.

The report detailed the results of the public consultation held between 17th November and 15th December 2021 regarding the detail of the latest Air Quality proposals including the shared use cycle facility from Spon End to Croft Road.

Public Health England recommended addressing air pollution by providing good quality infrastructure to encourage people to walk and cycle rather than drive. This could mean reallocation of road space to support walking and cycling and restricting vehicle access. Motor traffic was the main deterrent to cycling for many people and fear for their safety was consistently the number one stated reason given in surveys as to why they did not cycle. Providing protected space for cycling

had resulted in huge increases of cyclists on routes in London, Manchester and other major cities and was the basis for high cycling numbers in places such as the Netherlands, Denmark and Germany.

The cost of the works had been included in the Air Quality Implementation Fund grant of £25.447 million already received by the City Council from Central Government to fund the delivery of the Local Air Quality Action Plan.

It was anticipated that the proposed cycleway would be installed by March 2023.

Members asked about the monitoring of air quality; the exceedance levels; and the opportunities for cycle rental at the vicinity and the officer agreed to look in to cycle hire. The benefits of cycling were highlighted.

RESOLVED that the incorporation of the shared and segregated footway and cycleway as part of the Spon End/Butts Road highway improvements be approved.

66. **Outstanding Issues**

There were no outstanding issues.

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

There were no additional items of public business.

(Meeting closed at 4.15 pm)

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Cabinet Member for City Services

6 April 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Wainbody

Title:

Objections to Proposed Road Safety Scheme – Cannon Hill Road Area

Is this a key decision?

No

Executive Summary:

The Cannon Hill Road Area safety scheme is proposed in response to safety concerns raised by local residents and is being funded as part of the mitigation works relating to the nearby Warwick University expansion development plans.

Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning and afternoon peak traffic flows. Observations reveal that some drivers are using Cannon Hill Road as a cut-through between Kenilworth Road and the A45.

There has been one personal recorded injury collision recorded in the last 3 years; therefore, the proposed scheme is not part of the Local Safety Scheme programme prioritised on casualty reduction. The scheme is proposed in response to the concerns raised by residents supported by Ward Councillors. In January 2021, residents were consulted on a possible Road Safety Scheme directly responding to the issues raised. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and speed tables. Although the majority of responses (68%) supported the proposed measures, some residents requested additional measures. Subsequently, the scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Meryton Avenue.

The proposed Traffic Regulation Order (TRO) to make Cannon Hill Road a 20mph and the Notice of Intent (NOI) to install traffic calming measures was advertised on 13th January 2022, which commenced a 21-day statutory objection period. Nineteen objections and one letter of support were received. In accordance with the City Council's procedure for dealing with objections to TROs and schemes such as this, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

In addition, an e-petition with 133 signatories was received requesting the road safety measures to be expanded into Cannon Park Road.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the 20mph speed limit and traffic calming measures.
- 2) Subject to recommendation 1 above, approve the implementation of the 20mph speed limit and installation of speed cushions and speed tables (Cannon Hill Road Area road safety scheme).
- 3) Consider the petition request as a separate road safety issue and undertake the necessary assessments and report back to Cabinet Member.

List of Appendices included:

Appendix A – Plan of Cannon Hill Road Area Road Safety Scheme
Appendix B – Copy of objections and responses
Appendix C – Copy of letter in support
Appendix D – Copy of the petition received

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: Objections to Proposed Road Safety Scheme – Cannon Hill Road Area

1. Context (or background)

- 1.1 Safety measures are proposed to be installed in the Cannon Hill Road Area as part of mitigation measures relating to the Warwick University Expansion Development Plan. The scheme is funded from Warwick University as part of a Section 106 financial contribution and will be used to mitigate the impact of these changes on residents.
- 1.2 Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning and afternoon peak times. Observations undertaken by Council Officers reveal that drivers are using Cannon Hill Road as a cut-through between Kenilworth Road and the A45 to avoid queueing traffic during the morning and afternoon peak times
- 1.3 The proposed scheme and area of implementation is in direct response to issues raised by residents supported by Ward Councillors, it is not part of the Local Safety Scheme programme which is prioritised using personal recorded injury collision data, which informs the type and extent of a local safety scheme.
- 1.4 In January 2021, following meetings organised by Ward Councillors residents were consulted on a possible Road Safety Scheme on Cannon Hill Road (the area of concern highlighted by residents). The proposed measures included:
 - Reduce the speed limit to 20mph
 - Installing speed cushions
 - Installing raised tables
- 1.5 Although the majority respondents (68%) supported the proposed road safety measures, some residents requested the measures were expanded. Subsequently, the scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Merynton Avenue.
- 1.6 Some residents did not support the proposed traffic calming measures and the speed limit reduction.
- 1.7 As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit and the Notice of intent to install speed cushions were advertised in the local press and notices were posted on lamp columns in the area on 13th January 2022, advising that any formal objections should be made in writing by 3rd February 2022. Twenty responses were received in total, 19 objections and one letter of support. Seven objections relating to raised features and twelve responses advising that the scheme does not extend far enough. In addition, a petition was received with 133 signatures requesting the scheme is extended to include Cannon Park Road. 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. A plan of the proposals is shown in Appendix A to the report.
- 1.8 A copy of the petition is in Appendix D to the report. The petition welcomes the road safety measures and has requested the expansion of the measures into Cannon Park Road, and stated the following:

“We believe that Cannon Park Road is very much part of the Cannon Hill Road area and the 'rat run' that this area provides for motorists bypassing the traffic lights at the junction of Kenilworth Road and Kenpas Highway. Cannon Park Road should therefore have the same

road safety features added to it (speed bumps and 20mph zone) that are proposed for all of the other roads adjoining Cannon Hill Road such as Merynton Avenue, Tutbury Avenue etc.

2. Options considered and recommended proposal

- 2.1 Nineteen objections and one letter of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix B. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
- i) make the 20 mph order and install the speed cushions and speed tables as advertised;
 - ii) not to install the safety scheme.
- 2.3 **Option i)** is recommended due to the road characteristics and feedback from local residents. Off-peak 85th percentile vehicular speeds have been recorded on Cannon Hill Road (northbound) as 41mph, and southbound 40mph. Peak 85th percentile speeds (northbound) as 34mph and southbound 33mph. Excessive vehicular speeds in built-up residential areas significantly increase the likelihood of personal injury collisions. The Cannon Hill Road Area comprise of a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, often referred to as 'tunnel vision'. There is a number of junctions, a school, and houses which front the road, and all these factors increase the road safety risk when drivers travel at inappropriate speeds.
- 2.4 **Option ii)** is not recommended as this area is considered a cut-through between Kenilworth Road and the A45. An increase in vehicular traffic volumes in a densely populated residential area significantly increases the likelihood of personal injury collisions. Whilst the location is not prioritised as a potential local safety scheme location (these are locations where 6 or more personal injury collisions have been recorded in a 3-year period), the S106 funding provided enables the installation of a 20mph speed limit with traffic calming measures, to make the speed limit self-enforcing and will make the Cannon Hill Road Area safer for all road users.
- 2.5 The letter received in support "welcomes" the road safety measures and the speed limit reduction in the Cannon Hill Road Area.
- 2.6 Nineteen objections were received and highlighted numerous concerns including the location of the speed humps and speed tables and questioned why the scheme does not include Cannon Park Road. The full objections and responses to the issues raised are detailed in Appendix B.
- 2.7 The petition, similar to many of the objections, has requested the inclusion of Cannon Park Road in the proposed scheme. However, this area was not requested to be part of the original scheme and there is currently not sufficient funding available to extend the scheme into this area. It is therefore proposed to monitor the situation following the implementation of the proposed safety scheme (if implementation is approved) and report back in the future.

3. Results of consultation undertaken

- 3.1 A Street news consultation was undertaken in January 2022 advising over 500 residents of the proposed safety scheme. The majority of the responses received (68%) were in support of the traffic calming measures and speed limit reduction.
- 3.2 The proposed TRO for the 20mph speed limit and NOI for the raised features were advertised in the Coventry Telegraph on 13th January 2022. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 3rd February 2022. Nineteen objections and one letter of support were received.

- 3.3 Appendix B to the report details a summary of the objections. Copies of the content of the objections can be made available on request. Appendix C to the report details the letter of support received.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it proposed to install the 20mph safety scheme over the coming months.

5 Comments from the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

The cost of introducing the Cannon Hill Road Area safety scheme is estimated to be approximately one hundred thousand pounds, and if approved, will be funded from the Cannon Hill Road Works Contribution as part of Section 106 allocations.

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).

Pursuant to Section 90 of the Highways Act 1980 the Council may construct 'road humps' in a highway which is a highway maintainable at the public expense.

6 Other implications

6.1 How will this contribute to the Council Plan

The proposed changes to the speed limit 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 a speed limit reduction will make the road safer for all road users, as the lower speed limit will reduce the likelihood and severity of personal injury collisions.

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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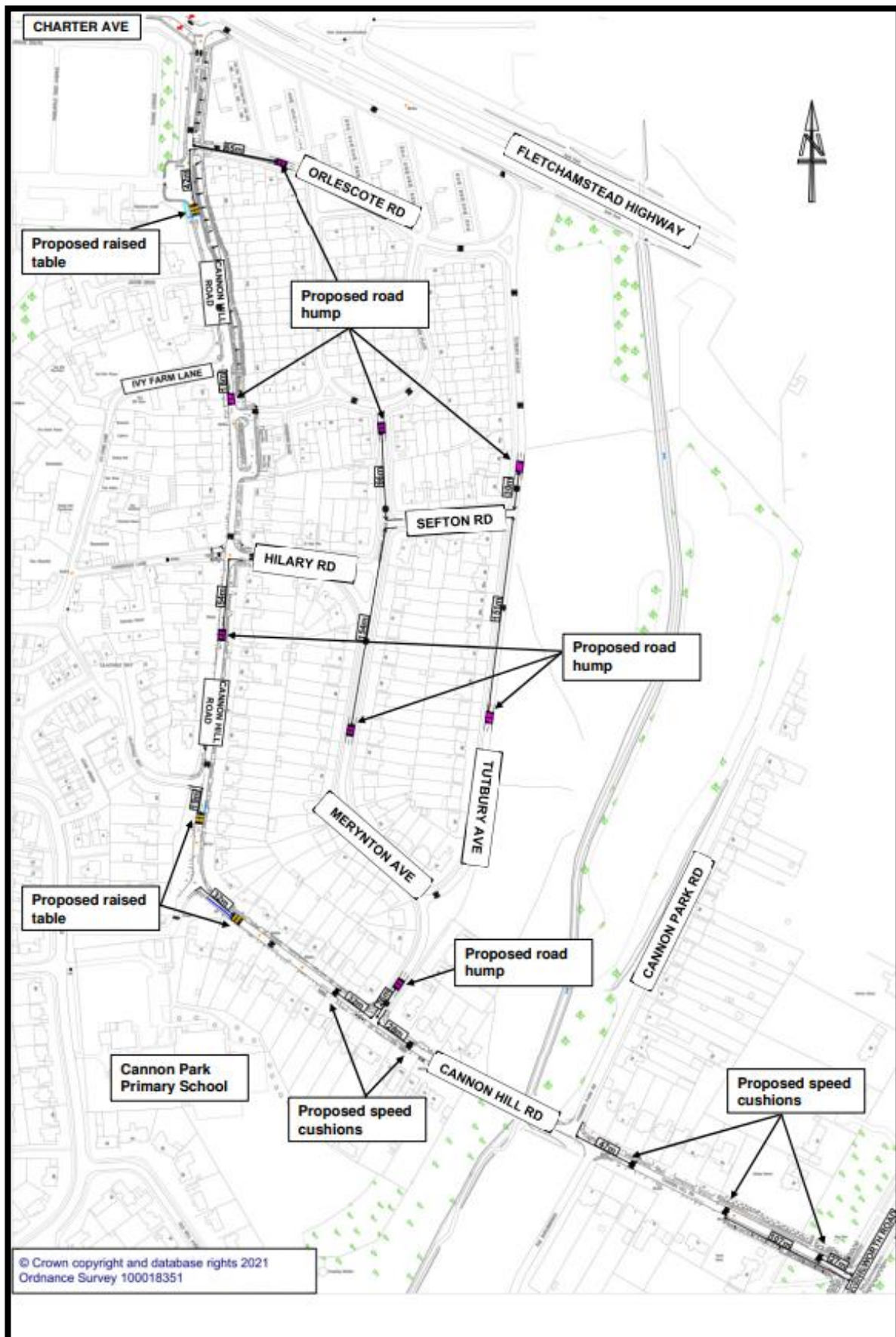
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
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Caron Archer	Principal Engineer, traffic Management	Transportation and Highways	23.03.22	23.03.22
Michelle Salmon	Governance Services Officer	Law and Governance	23.03.22	24.03.22
Names of approvers for submission: (officers and members)				
Graham Clark	Lead Accountant	Finance	23.03.22	24.03.2022
Rob Parkes	Team Leader, Legal Services	Law and Governance	23.03.22	25.3.2022
Councillor P Hetherton	Cabinet Member for City Services	-	23.03.22	28.03.2022

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Appendix A – Plan of Proposed Road Safety Scheme



Appendix B – Table of Thematic Objections to the Road Safety Scheme

<p>Objection Summary (common theme from objectors)</p>	<ul style="list-style-type: none"> • Objection to the Cannon Hill Road Safety Scheme because it does not include Cannon Park Road • Concerns that The Cannon Hill Road Scheme will result in traffic migration (rat-running) into Cannon Park Road, and the increase in traffic will create road safety problems on Cannon Park Road • We live on Cannon Park Road and regularly observe excessive vehicular speeds • Support the scheme for what can be described as the wider Cannon Hill Road residential area. It has been on the agenda for many years but has been difficult to introduce because of the bus route implications. I assume that the scheme addresses this issue. The existing safety measures have helped but not cured the problem of excessive speed along Cannon Hill Road. The tight bend near the school helps to naturally slow traffic but of course doesn't stop speeding on the other straighter sections. • The scheme as devised clearly recognises the probable knock-on effect of only installing measures along Cannon Hill Road – the likelihood of rat-run traffic then using Tutbury Avenue / Orlescote Road and Merynton Avenue – and therefore proposes those measures along those roads as well. It is therefore entirely logical to extend the measures to include Cannon Park Road as well which of course is an integral part of the local road pattern. • In fact, the more probable scenario is for rat-run traffic to use Cannon Park Road instead since this is dead straight and much shorter than those other roads, leading straight to the A45 Fletchamstead Highway. The resultant speed risk is therefore much greater. There is already a significant problem of speeding vehicles using the road. Just last week I was met by two cars travelling together towards the A45 from Cannon Hill Road at about 50mph, and this is not uncommon. • The additional cost of including Cannon Park Road within the wider scheme will be minimal. A minimum of two road humps would be necessary to have the desired effect of reducing traffic speed. There would be no need to have any road humps on Fairlands Park since this is not a through Road and there is not a speeding problem there. • Why is Cannon Park Road not included in either the 20mph zone, nor the zone to feature road cushions/humps? Cannon Park Road is very much a part of the Cannon Hill Road area network and the 'rat run' that this area currently provides for commuters. I think the complete exclusion of Cannon Park road from these proposals will result in the 'speeding' problem on Cannon Park being exacerbated. As a current resident of Cannon Park Road (with 2 vulnerable young children) I see commuters using a variety of roads in the Cannon Hill Road area as a 'rat run', and this very much includes Cannon Park Road. It is these commuters who are most likely to be those who are excessively exceeding the speed limit on Cannon Park Road. • I am writing to let you know that I find the exclusion of this road very troubling. I cannot see the reason anyone would consider an improvement in a problematic traffic (and road safety) area by moving the problem just down the road. I am extremely unhappy about this not only for the specific Cannon Park Road residents, but for the principle behind lazy thinking. Cannon Park Road is already plagued by problems at busy times and making it a target of diverting a lot of traffic through it seems illogical and thoughtless. There are high traffic flow main roads nearby and making this area into a rat run is unacceptable. Make these roads 20 mph, enforce 20 mph, consider making them one-way roads, install chicanes- those are the things that are needed for road safety and the livability of the area and residents' wellbeing • Cannon Park Road (which is long and straight) already suffers from too many cars being driven, frequently at high speed, along it to avoid the Fletchamstead Highway/Kenilworth Road traffic lights.
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Response to Objection	<ul style="list-style-type: none"> • Cannon Park Road has not been included in the scheme because residents have not raised concerns about road safety problems previously. In 2017, a residents' permit scheme was installed on Cannon Park Road because residents raised concerns about dangerous parking, however, residents did not raise concerns about speeding vehicles. • Cannon Park Road does not have any personal injury collisions recorded over the latest 3-year period and therefore we are unable to allocate Local Safety Scheme funding to this location. • The Cannon Hill Road Area road safety scheme is being funded by Warwick University via S106 contributions. The funding available will only cover the Cannon Hill Road Area as advertised. • Traffic surveys have been undertaken on Cannon Park Road and we will undertake further surveys (after the Cannon Hill Road Area road safety scheme has been installed) to analyse the impact of the scheme on the surrounding road network. • If the scheme has caused traffic migration - we will consider this as a separate scheme to the Cannon Hill Road Area road safety scheme and fund any measures separately.
Objection Summary	<ul style="list-style-type: none"> • Speed humps and speed tables do not work • Why can't we have cameras instead
Response to Objection	<ul style="list-style-type: none"> • Local residents have raised concerns about the speed of vehicles on Cannon Hill Road. The 20mph speed limit, speed cushions and speed tables measures are designed to optimise road safety for all road users in the Cannon Hill Road Area and have been successful when installed across the city. • Cannon Hill Road is a relatively long straight (with only one bend) and the measures are designed to ensure drivers focus on the immediate highway environment and not in the far distance in front of them – a phenomenon known as tunnel vision. • This location is unsuitable for speed cameras as it does not satisfy the criteria
Objection Summary	<ul style="list-style-type: none"> • We support the traffic calming measures on Cannon Hill Road however, we do not support traffic calming measures on Merynton Avenue • Traffic calming measures are only required on Cannon Hill Road and not on any other road in the area • I have lived in the area for years and I am not aware of a problem with Merynton Avenue being used as a cut through or susceptible to speeding vehicles. • I'm also not aware of any incidents of traffic accidents on the road in the time we have lived here. • I would also request sight of any data that would suggest to the contrary on these two points and any data used to formulate / support these traffic calming proposals. • Speed bumps would prove no benefit on Merynton Ave and would only increase the issues of kerb side parking, cars revving between the bumps and the increase in car suspension noise on a quiet street.
Response to Objection	<ul style="list-style-type: none"> • This developer funded road safety scheme has been designed after considering the impact to residents including traffic volumes, speeds and feedback from residents. • We have received considerable complaints from residents about traffic volumes and speeds. Residents have confirmed that traffic volumes have increased considerably since the Warwick University expansion. • Officers have observed the increases in traffic volumes at peak times and excessive speeding. Our speed surveys show that vehicular speeds are excessively over the existing 30mph speed limit. • Vehicles travelling at 20mph instead of driving at high speed will significantly reduce the likelihood of personal injury.

	<p>The measures on Merynton Avenue and the surrounding roads are to prevent vehicles “avoiding” the measures on Cannon Hill Road and migrating the problem onto other roads in the area.</p>
Objection Summary	<ul style="list-style-type: none"> • We object because of the cost of installation • Increased pollution as all vehicles have to slow for each cushion/hump and then accelerate again, steady speed running produces less pollution. Coventry is supposed to be reducing air pollution, not increasing it • Uneven traffic flow as some vehicles will slow to a crawl over the cushions/humps while others only reduce their speed slightly or not at all • Uncomfortable for bus passengers • Increased noise as vehicles brake and accelerate at each cushion/hump • Emergency services generally dislike them • Extra stresses on suspension systems for regular users or the road • When snow or ice covered there is an increased risk of a vehicle being unsettled and skidding when traversing them
Response to Objection	<ul style="list-style-type: none"> • The speed cushions have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions produced by vehicles. • The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. • The width of the speed cushions ensure that vehicles can traverse without making significant airborne vibrations, and this also reduces the impact on bus passengers and emergency services. • Vehicles travelling at appropriate speeds (in any weather) will not damage their vehicle.
Objection Summary	<ul style="list-style-type: none"> • Can you please re-examine the location of the proposed speed hump on Tutbury Avenue as sadly, we have lost 5 cats to the traffic in 8 years, it's also used as a crossing point for dog walkers, I feel it's only a matter of time before we have a more serious incident. If you could request a review of this location that would be great, would be so much cheaper installing an additional hump whilst in the area. I've attached a rough drawing with the area highlighted in red Ave, it's a blind corner & cars speed round so fast.
Response to Objection	<ul style="list-style-type: none"> • The measures have been carefully designed and spaced so that they have optimal impact at vehicular speed reduction. • The bend described is considered a natural speed reducer and therefore the speed cushion is proposed at the most effective place to ensure speed limit compliance.
Objection Summary	<ul style="list-style-type: none"> • After receiving your letter outlining your proposal of a safety scheme in the area, I wish to object to the proposed road bump on Merynton Avenue. • I do know cars speed along Cannon Hill Road, but I haven't noticed any, or even a few, take Merynton Ave as a short cut.
Response to Objection	<ul style="list-style-type: none"> • This developer funded road safety scheme has been designed after considering the impact to residents including traffic volumes, speeds and feedback from residents. • We have received considerable complaints from residents about traffic volumes and speeds. Residents have confirmed that traffic volumes have increased considerable since the Warwick University expansion.

	<ul style="list-style-type: none"> • Officers have observed the increases in traffic volumes at peak times and excessive speeding. Our speed surveys show that vehicular speeds are excessively over the existing 30mph speed limit. • Vehicles travelling at 20mph instead of driving at high speed will significantly reduce the likelihood of personal injury. • The measures on Merynton Avenue and the surrounding roads are to prevent vehicles “avoiding” the measures on Cannon Hill Road and migrating the problem onto other roads in the area.
Objection Summary	<ul style="list-style-type: none"> • We are <u>really happy</u> that the large number of vehicles speeding along Cannon Hill Road is to be controlled but there are some concerns about the ancient oak growing on the corner of Hilary Rd/Cannon Hill Rd. The proposed speed hump on Cannon Hill Road, just after Hilary Road (travelling South) seems to be a safe distance from the tree but can you please ensure this is so when work is carried out. The attached photos show this ancient oak is already very near to the road and a speed bump too near may cause damage to the roots or affect the health of the tree with constant vibration. • This oak is possibly the oldest in Coventry and has been measured and recorded on the Ancient Tree Register by the Woodland Trust so we must try to protect it.
Response to Objection	<ul style="list-style-type: none"> • We are working alongside our colleagues to ensure we do not install speed reduction measures in close proximity to the Oak Tree highlighted.

Appendix C – Letter of Support for the Road Safety Scheme

Support	<p>I've just received a letter from Joel Logue relating to the long-awaited speed controls on our road.</p> <p>I welcome the proposed humps and tables in our road as your plan.</p> <p>Your letter refers to an 'advertised ' 20mph speed limit. This is the first I've heard of this but would welcome the proposal as long as it was enforced. How was it advertised?</p>
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Appendix D – Copy of Petition

Support	<p>Title: Include Cannon Park Road in the Cannon Hill Road Area 20mph Zone (Order 2022)</p> <p>Statement: We the undersigned petition the Council to Include Cannon Park Road in the City of Coventry (Cannon Hill Road Area) (20mph Zone) Order 2022. Ref: https://www.coventry.gov.uk/downloads/download/7063/city_of_coventry_cannon_hill_road_area_20mph_zone_order_2022 We believe that Cannon Park Road is very much part of the Cannon Hill Road area and the 'rat run' that this area provides for motorists bypassing the traffic lights at the junction of Kenilworth Road and Kenpas Highway. Cannon Park Road should therefore have the same road safety features added to it (speed bumps and 20mph zone) that are proposed for all of the other roads adjoining Cannon Hill Road such as Merynton Avenue, Tutbury Avenue etc.</p> <p>Justification: The inclusion of Cannon Park Road in these proposals will complete the proposed road safety scheme. The 'volume' of traffic on Cannon Park Road at present is just about acceptable, however the exclusion of Cannon Park Road from this scheme will soon make this road the 'path of least resistance' for motorists/commuters coming from the Kenilworth/Warwick direction towards the University of Warwick. Motorists who previously took the Cannon Hill or Merynton Avenue 'rat routes' through this area are now likely to take the only remaining route (Cannon Park Road) which does not feature these road safety measures. Traffic volumes on this road are therefore likely to increase dramatically, and so will the incidents of speeding drivers... Cannon Park Road is a very straight, long and wide road which seems even wider since the Residents Parking Permit Scheme was introduced in 2013. It suffers terribly from 'speeders' who see this open road as an invitation to test the performance of their vehicles to the limit. Residents often see cars reaching speeds in excess of 70mph. The potential for wiping out one of the many dog walkers or young children along this road is very high. Pets (cats/dogs) in the area have already suffered horrific injuries, we fear the next victim could be human. The exclusion of Cannon Park Road from this order will significantly increase the volume of traffic along Cannon Park Road and therefore also exacerbate the existing problem with speeders.</p> <p>We are encouraged by the proposals made in this road safety order however we feel it is incomplete in its current form. We ask that a slight amendment is made to the order to include speed bumps and a 20mph speed limit on Cannon Park Road, as per all of the other adjoining roads listed in the order. We feel this will encourage commuters to stick to the main roads (Kenilworth Road and the Kenpas Highway) and improve road safety for residents throughout the 'entire' Cannon Hill Road area.</p>
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