

Cabinet Member for Public Services

16 June 2015

Name of Cabinet Member:

Cabinet Member for Public Services – Councillor Lancaster

Director Approving Submission of the report:

Executive Director, Place

Ward(s) affected:

Sherbourne

Title:

Report – Evenlode Crescent, Request for Traffic Calming

Is this a key decision?

No

Executive Summary:

An e-Petition of 53 signatures has been received advising of road safety concerns relating to parking and vehicle speeds and requesting traffic calming on Evenlode Crescent.

In accordance with the City Council's procedure for dealing with petitions, those relating to road safety requests are heard by the Cabinet Member for Public Services.

The cost of introducing road safety measures is usually funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan

Recommendations:

The Cabinet Member is recommended to:-

- i) Note the concerns of the petitioners
- ii) Note that the speed checks undertaken on Evenlode Crescent recorded an average speed below 28mph and endorse that it is not included on the perceived safety scheme list at this time
- iii) Endorse that the petition signatures are included in the next 20mph zone prioritisation
- iv) Approve that the proposal to install double yellow lines at the junctions along Evenlode Crescent is advertised in the next waiting restrictions review.

List of Appendices included:

Appendix A - Location Plan
Appendix B - Results of speed checks

Other useful background papers:

Cabinet Member (City Services) Report, copy available on moderngov.coventry.gov.uk.
Date: 25 March 2010. Title: Petition Evenlode Crescent, Request for Traffic Calming

Cabinet Member (City Services) Report, copy available on moderngov.coventry.gov.uk.
Date: 13 July 2010. Title: Report back – Request for traffic calming Evenlode Crescent

Cabinet Member (City Services) Report, copy available on moderngov.coventry.gov.uk.
Date: 18 January 2011. Title: Report back – Evenlode Crescent

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:**Report – Evenlode Crescent, Request for Traffic Calming****1. Context (or background)**

- 1.1 An e-Petition of 53 signatures has been received advising of road safety concerns relating to parking and vehicle speeds and requesting traffic calming on Evenlode Crescent.

2. Options considered and recommended proposal

- 2.1 The petition advises

“There are too many accidents on Evenlode Crescent due to people avoiding Holyhead Road, Barker Butts Lane and now Max Road. Parking is appalling and dangerous and needs to be addressed especially parking on corners and junctions. Speeding is a real issue and danger for our children. We want traffic calming measures as Max Road have before someone dies. There was another accident on the junction 02/11/14 (several this year to my knowledge). There will be a fatality soon if nothing is done.”

- 2.2 Evenlode Crescent is a residential street with a number of junctions along its length. Some residents have created parking areas in their front gardens, but many vehicles are still parked on street.

- 2.3 A previous petition was received in March 2010 advising of road safety concerns relating to the speed of vehicles on Evenlode Crescent. In response to the petition the personal recorded history of the road was investigated and speed checks undertaken. When the speed results were reported back, residents advised they considered they were low and not representative of the speed at which traffic was using the road and requested that they were repeated in an alternative location. This was agreed and further speed checks undertaken. These too recorded low speeds, lower than the original results. These speed results are detailed in Appendix B.

- 2.4 The three year personal recorded injury collision history (01/01/2012 – 31/12/2014) of Evenlode Crescent shows that there have been 3 recorded personal injury collisions along its length. One at the junction of Evenlode Crescent/Redesdale Avenue, one at the junction of Evenlode Crescent/Cedars Avenue and one involving a single vehicle turning left in to Lavender Avenue. One injury collision occurring each year in the last three years.

- 2.5 Options considered:

- i) Local Safety Scheme
- ii) Perceived Safety Scheme
- iii) 20mph zone

- 2.6 Local Safety Schemes are schemes installed to try to reduce personal injury collisions. At present the City Council does not have sufficient resources to carry out all the essential traffic and safety schemes within the city as well as the host of requests we receive from various sources. As a consequence it has become necessary to prioritise works based upon casualty reduction. To make this possible a list of sites has been compiled where there have been six or more personal injury collisions that have been reported to the police in the last three years. This is the local safety scheme list. Evenlode Crescent would not be considered for a local safety scheme (see 2.4).

- 2.7 Perceived safety schemes are identified using other factors in addition to recorded injury collisions such as schemes that will save potential casualties and which will bring maximum benefits to the community. Due to the limited funding, perceived safety schemes are also prioritised. In addition only low cost schemes, capped at £20,000, are considered. Speed and traffic counts are undertaken to assess whether a perceived safety scheme is justified at a location. The perceived safety scheme criteria do not include the implementation of traffic calming where the average speed is 28mph or less. New speed checks were undertaken in May 2015 and these show that Evenlode Crescent does not meet the perceived safety scheme criteria, the speed results are lower than those recorded in 2010. These results are detailed in Appendix B.
- 2.8 20mph zones/speed limit schemes are schemes proposed in response to the aspiration and commitment to Coventry becoming a 20mph City. This method of prioritising schemes to achieve this and the prioritisation criteria to be used was approved at the Cabinet Member for Public Services meetings on 29th July 2014 and 2nd September 2014 respectively. The prioritisation includes a weighting, which takes into consideration requests from the community, this is captured by utilising petitions received requesting these types of safety measures. The signatures received for this petition will be utilised as part of this process.
- 2.9 In response to the issue of vehicles parking at junctions, there are currently no double yellow lines (prohibition of waiting restrictions) at the junctions along Evenlode Crescent, apart from at Holyhead Road and Batsford Road. 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' and the Police can take any necessary enforcement action without the need for double yellow lines to be present. To enable double yellows to be installed a legal procedure has to be followed and it is recommended that this is undertaken and double yellow lines installed (subject to the consideration of any objections) at the junctions. This should assist to improve visibility at the junctions.

3. Results of consultation undertaken

- 3.1 Consultation will be undertaken as part of the legal procedure to introduce double yellow lines (prohibition of waiting) at the junctions. In addition to the legally required advertisement of the proposals, notices will be placed on site and we will write to residents who will be directly affected.

4. Timetable for implementing this decision

- 4.1 If approved the proposed waiting restrictions, subject to the consideration of any objections, will be implemented by end of March 2016.

5. Comments from Executive Director, Resources

5.1 Financial implications

The implementation of waiting restrictions are funded from the LTP (Local Transport Plan) allocation agreed by Cabinet.

5.2 Legal implications

Under s.39 Road Traffic Act 1988 the Council must investigate road accidents involving vehicles and bring forward a rational scheme of measures for preventing their recurrence. The Council has a range of highway improvement and traffic management powers available to it consistent with Department for Transport regulations/guidance.

The Road Traffic Regulation Act 1984 allows the Council to make a Traffic 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 (Public 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 achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

The introduction of waiting restrictions, would 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) the environment

None

6.6 Implications for partner organisations?

None

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

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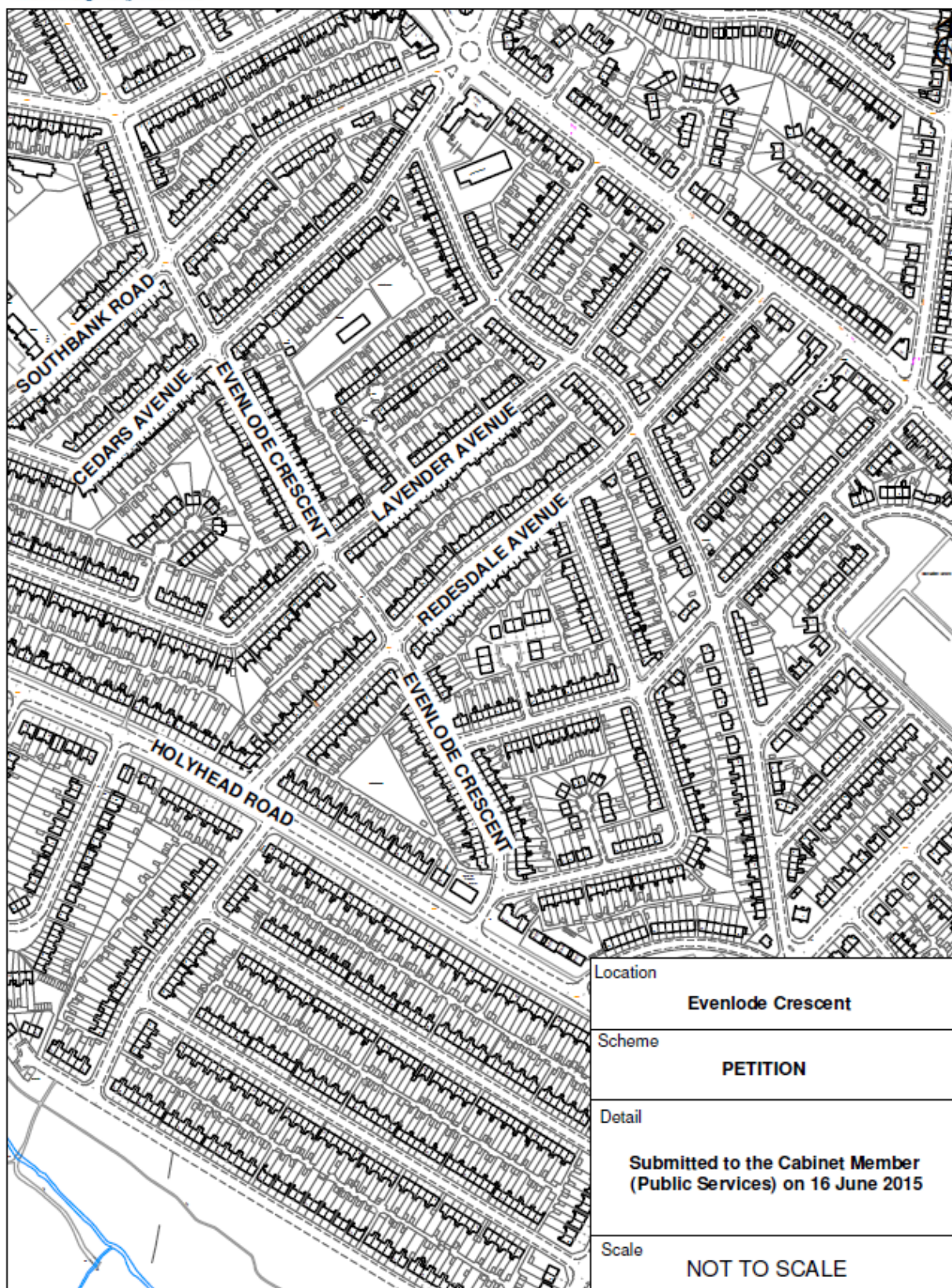
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Appendix A – Location Plan



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Appendix B - Speed/ traffic count results

Speed/ traffic count results, reported back July 2010

Site: Evenlode Crescent	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
South of Southbank Road	Northbound	24.5	29.9	972
South of Southbank Road	Southbound	23.5	29.0	753
South of Redesdale Avenue	Northbound	24.8	29.9	1059
South of Redesdale Avenue	Southbound	24.4	29.8	1122

Speed/ traffic count results, reported back January 2011

Site: Evenlode Crescent	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
North of Lavender Avenue	Northbound	21.1	28.1	1069
North of Lavender Avenue	Southbound	21.0	26.9	1125

Speed/ traffic count results, recorded May 2015

Site: Evenlode Crescent	Direction	Mean Speed (mph)	85%ile (mph)	Average Daily Traffic
South of Southbank Road	Northbound	20.6	26.9	1010
South of Southbank Road	Southbound	19.5	25.5	744
South of Redesdale Avenue	Northbound	21.7	26.7	1059
South of Redesdale Avenue	Southbound	21.4	29.8	1023