

Cabinet Member for City Services

25th July 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor J Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected:

Henley

Title:

Report – Objection to Deedmore Road, Hillmorton Road and Lapworth Road 20mph Zone

Is this a key decision?

No

Executive Summary:

On 25th March 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city and to recommendations made by a Task and Finish Group established by Public Services, Energy and Environment Scrutiny Board (4) to consider how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process, taking into consideration requests from the community.

In September 2014 the Cabinet Member for Public Services approved the proposal that a number of areas, which already had traffic calming, were to become 20mph zones. This included the Deedmore Road, Hillmorton Road and Lapworth Road Area.

On 14th April 2016 the proposals to install speed cushions on Deedmore Road and to change the speed limit to 20mph, to create a 20mph zone, were advertised. 1 objection was received.

In accordance with the City Council's procedure for dealing with objections to Traffic Regulation Orders (which are used to determine speed limits) they are reported to the Cabinet Member for City Services for a decision as to how to proceed.

The cost of introducing the proposed TRO if approved, 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 objection to the 20mph Traffic Regulation Order
- 2) Subject to recommendation 1, approve the implementation of the 'City of Coventry (Deedmore Road Area) (20mph Zone) Order 2016.

List of Appendices included:

Appendix A – Plan of Deedmore Road, Hillmorton Road and Lapworth Road 20mph Zone
Appendix B – Copy of Objection with responses to issues raised.
Appendix C – Copy of Support Template

Background papers:

None

Other Useful Documents

Cabinet Member (Public Services) Report
Date: 2 September 2014. Title Prioritisation of 20mph zones and 20mph speed limits

Copies of reports available at modern.gov.coventry.gov.uk

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: Objection to Deedmore Road, Hillmorton Road and Lapworth Road 20mph Zone

1. Context (or background)

1.1 On 14th April 2016 a Traffic Regulation Order (TRO) proposing a 20mph speed limit in the Deedmore Road, Hillmorton Road and Lapworth Road Area to enable the creation of a 20mph zone was advertised. In response to these proposals, 1 objection and 1 letter of support was received.

1.2 On 14th April 2016, a Notice of Intent was also advertised proposing road humps (speed cushions) on Deedmore Road. No formal representations were received in response to the Notice of Intent.

2. Options considered and recommended proposal

2.1 The options considered

- i) To make the Traffic Regulation Order and make the Deedmore Road, Hillmorton Road and Lapworth Road Area a 20mph zone;
- ii) Not to make the Traffic Regulation Order and leave Deedmore Road, Hillmorton Road and Lapworth Road Area subject to a 30mph speed limit. If the speed limit not amended the proposed scheme including the additional speed cushions on Deedmore Road would not be installed.

2.2 **Option i)** is recommended as the area is a self-contained network of residential roads, many of which already have existing traffic calming features and natural road bends and narrowing's, which will help keep speeds low (see Appendix A – location plan). Additionally, reducing speeds to 20mph can have a wide range of benefits for the community, including encouraging cycling and walking, because of the calmer environment for 'vulnerable' road users. A reduction in speeds can prevent collisions and can also reduce the severity of injuries sustained in collisions that do occur. A pedestrian is likely to suffer slight injuries if struck by a vehicle travelling at 20mph. However, at 30mph they are likely to be severely injured, and at 40mph or above, they are likely to be killed. It is considered that the proposed 20mph speed limit will assist in improving safety for all road users, including pedestrians and other vulnerable road users.

2.3 **Option ii)** is not recommended as this large residential area has a total of 21 personal injury collisions recorded over a 5 year period. This includes 1 fatality, 2 serious and 18 slight personal injury collisions. This analysis also revealed that 6 pedestrians were involved in collisions over the same 5 year period.

2.4 A Street News advising of the proposal to make the area a 20mph zone was distributed in April 2016, a large proportion (92%) of residents whom responded to the consultation supported the proposals. Comments received include 'good idea' and 'it can't come sooner'. Responses not in favour of the proposals included comments that the scheme should have been implemented when 'Eburne Primary School was extended' and comments relating to 'the dangerous state of the road'.

2.5 The single objection received advises numerous recommendations including there is no need to reduce the current speed limit (30mph) to 20mph and that the money should be spent on:

- Improving the road condition;
- Moving bus stops to safer areas;

- Enforcing double yellow lines on Hillmorton Road

The full objection and responses to the issues raised are detailed in Appendix B

2.6 The single support (detailed in Appendix C) received to the formal advertisement of the proposed 20mph zone highlights the need for the scheme to prevent 'ridiculous' excessive speeds.

3. Results of consultation undertaken

3.1 The Traffic Regulation Order for the reduction of the speed limit to 20mph was advertised in the Coventry Telegraph on 14th April 2016, and notices were also placed on street in the vicinity of the proposals. This commenced a 21 day objection period. The responses received were 1 objection and 1 support for the proposals.

3.2 Appendix B details the objection received and Appendix C contains details of support for the proposals.

3.3 A Street News was also issued to all the properties within the proposed 20mph zone (the area shown in Appendix A) 25 responses were received, 23 in support of the proposals, 2 against.

4. Timetable for implementing this decision

4.1 Subject to approval, it is proposed to make the Traffic Regulation Order operational and install the speed cushions this financial year.

5. Comments from Executive Director of Resources

5.1 Financial implications

The cost of making The Deedmore Road, Hillmorton Road and Lapworth Road Area a 20mph zone 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 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.

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 implementation of 20mph zones would contribute to the City Council's objectives of

- ***A safer and more confident Coventry***- by reducing speed limits
- ***Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be*** - by reducing the speed of traffic through neighbourhoods

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 reduced speed limit (20mph) will assist in improving safety for all road users, including pedestrians and other vulnerable 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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Place

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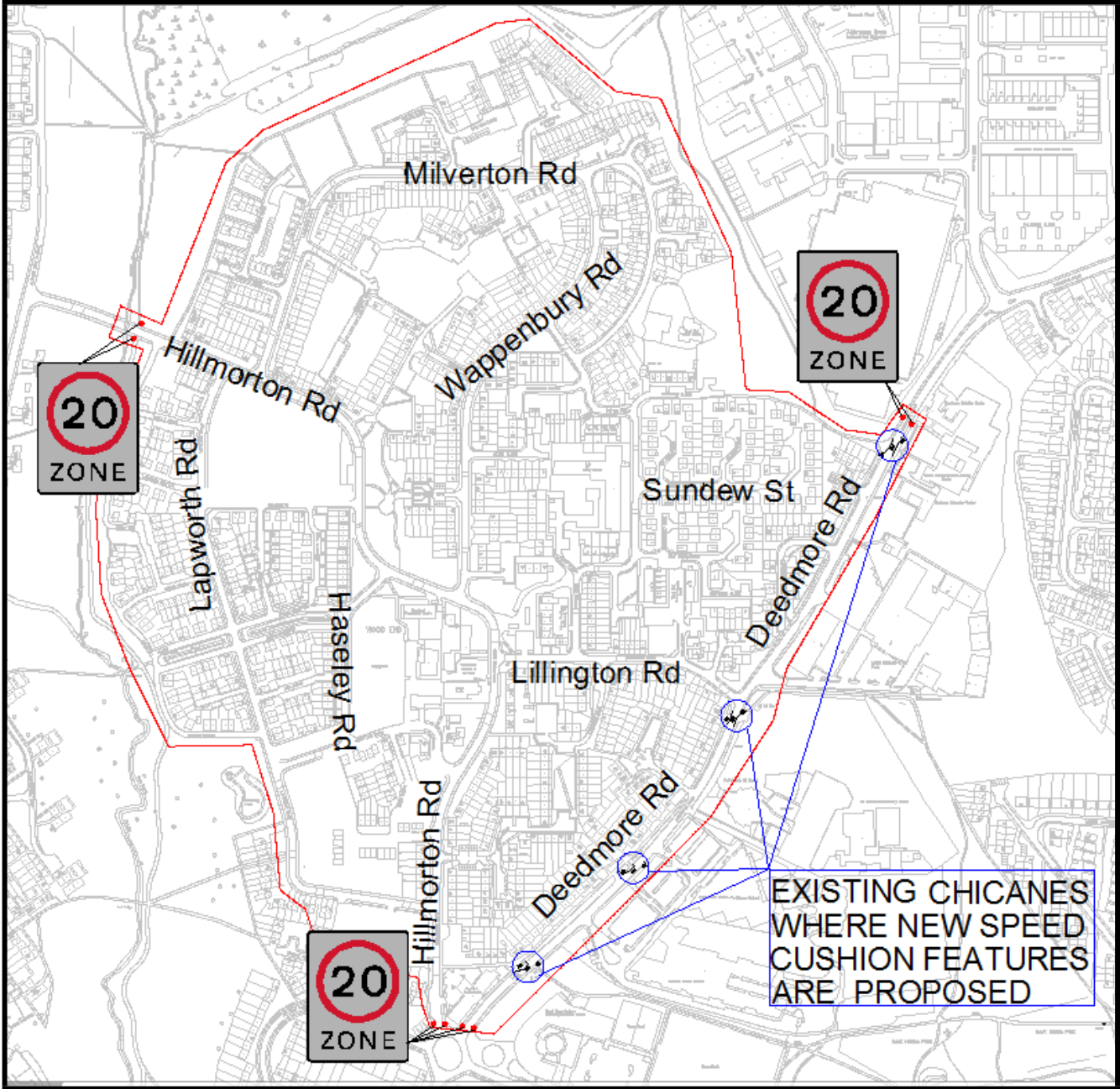
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Councillor J Innes	Cabinet Member for City Services	-	13.07.2016	13.07.2016

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Appendix A – Plan of the Proposed Deedmore Road, Hillmorton Road and Lapworth Road Area 20mph Zone



Appendix B – Copy of Objection with responses to issues raised.

Objection

I would like to submit my objection to the 20mph zone proposal which would affect the Deedmore Road, Hillmorton Road and Lapworth Road area.

There is no need to reduce the speed limit from the current 30mph to 20mph. If the aim of this proposal is to make 'the area feel safer' then the money and efforts could be spent much better elsewhere in a number of ways;

- Improve the condition of the roads. The road surface throughout this area and the wider local area are in very bad condition. Hillmorton Road looks to have been dug up many times and the patchwork repairs which have been placed down are not adequate, which has led to many large depressions and pot holes forming along the entire length of the road. This means drivers have to drive around many of these problem areas if they wish to protect their car's suspension components which often cause near misses. Other roads are also in a very bad condition, such as Lillington Avenue which is in a terrible condition. Most of the top surface has come away, which is made worse by parked cars constantly on one side of the road so all traffic is forced into using a single side of the road for both directions of travel. The condition of the roads have resulted in myself witnessing a few near misses, I am confident if the road surfaces were to be repaired then the chance of a collision would be reduced massively.

Response:

This area has been chosen because it is a self-contained network of residential roads, many of which have existing traffic calming features and speeds appropriate for a 20 mph speed limit. Within the Deedmore Road, Hillmorton Road and Lapworth Road Area, a total of 21 personal injury collisions were recorded over a 5 year period. This includes 1 fatality, 2 serious and 18 slight personal injury collisions. Further analysis revealed a total of 6 pedestrians were involved in collisions over the last 5 year period. It is envisaged that the Deedmore Road 20mph zone scheme will reduce the total number of personal injury collisions, and additionally reduce the severity of such collisions. The overall objective of a 20mph speed limit zone is to create a safer environment for all road users and encourage alternative modes of transport; including encouraging walking and cycling. However, the primary motive for a speed reduction is to reduce the severity of personal-injury collisions in they do occur. With regards to the carriageway condition, the Council has an annual maintenance programme that prioritises roads with significant structural and surface deterioration.

Objection

- Move bus stops into safer areas. The bus stop on Hillmorton Road by the shopping area is in a very dangerous place. When a bus is stopped, it is halfway around the tight corner and the vehicle is often partly into the oncoming lane of traffic. Also being on the corner means it is very difficult for cars to pass the stationary bus due to obstructing the line of vision around the corner, so drivers often have to guess if the oncoming lane is empty so they can pass. Moving the bus stops into a safer stretch of the road would reduce the risk of accidents happening. The bus stop at the end of Hillmorton Road where it joins the roundabout often has buses stopped for long periods as it is the end of the route. Again, this is dangerous as many cars need to pass the bus which is stopped only a very short distance from the roundabout so vision is obstructed again. Moving the bus stop or where the bus waits would reduce the risk of an accident

Response:

Bus stop locations are strategically located in close proximity to local conveniences. The location of bus stops are agreed jointly with Coventry City Council and the West Midlands Combined Authority (formally Centro).

Objection

- Enforce parking restrictions or supply more parking for residents. Hillmorton Road has double yellow lines along it, yet there are always cars parked. This often causes issues due to being close to junctions or on bends. The residents of Lillington Avenue also have the same problem, they do not have any parking area so are forced to park on the road which forces cars travelling along the road to drive around the bend blind to any oncoming cars. If these residents were provided with suitable parking areas it would reduce the risk of accidents occurring.

Response:

The Council has a team of Civil Enforcement Officers that enforce parking restrictions and they have been informed of the specific locations described above. It is not the responsibility of the Council to provide on street parking. In regard to vehicles parked in close proximity to the bend on Lillington Avenue, the situation will be monitored and if appropriate the legal process to install double yellow lines will be undertaken.

Objection

There are drivers who already blatantly ignore the current 30 mph limit, imposing a 20 mph limit will not cause these drivers, who are a big part of the issue, to slow down. They will get more impatient travelling behind even slower vehicles and are more likely to cause an accident by trying to overtake in an unsafe manner.

Response

Although there may be some drivers that may abuse the proposed 20mph speed limit, the majority of drivers will adhere to the proposed speed reduction. Other cities in the UK that have already installed 20mph speed limits are evidence that lower speed limits do work.

Appendix C – Copy of Support

Hello I am a resident on xxxxxx. I definitely support the 20mph zone as the speed the cars go down the road is ridiculous! It's like a speedway some days so dangerous!