

Cabinet Member for City Services

14th November 2016

Name of Cabinet Member:

Cabinet Member for City Services – Councillor Innes

Director Approving Submission of the report:

Executive Director of Place

Ward(s) affected: Henley

Title:

Report – Objections to Ringwood Highway Area 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 Ringwood Highway Area following recommendations in Scrutiny Board 4.

Local residents were consulted on this proposal, and 87% of people who responded supported this proposal.

On 6th October 2016 the Traffic Regulation Order (TRO) to change the speed limit to 20mph, was advertised. 2 objections were 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 objections to the 20mph Traffic Regulation Order;
2. Subject to recommendation 1, approve the implementation of the 'City of Coventry (Ringwood Highway Area) (20mph Zone) Order 2016.

List of Appendices included:

Appendix A – Plan of Ringwood Highway Area 20mph Zone
Appendix B – Objection details with responses to issues raised.

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's to Ringwood Highway Area 20mph Zone

1. Context (or background)

- 1.1 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 Ringwood Highway Area following recommendations in Scrutiny Board 4.
- 1.2 Local residents were consulted on this proposal, and we received over 100 responses. 87% of people who responded supported this proposal.
- 1.3 On 6th October 2016 the Traffic Regulation Order (TRO) to change the speed limit to 20mph, was advertised. 2 objections were received.
- 1.4 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.

2. Options considered and recommended proposal

2.1 The options considered

- i) To make the Traffic Regulation Order and make the Ringwood Highway Area a 20mph zone;
- ii) Not to make the Traffic Regulation Order and leave the Ringwood Highway Area subject to a 30mph speed limit. If the speed limit is not amended the proposed scheme would not be installed.

2.1.1 **Option i)** is recommended as the area is a self-contained network of residential roads, many of which already have existing traffic calming features together with natural road bends and narrowings, 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.

2.1.2 **Option ii)** is not recommended as this large residential area has a total of 15 personal injury collisions recorded over a 5 year period. This includes 3 serious and 12 slight personal injury collisions. 10 collisions involved vehicle to vehicle collisions, and 5 involved pedestrians. The high accident rate makes this area a priority for a 20mph zone, when compared to other areas within the city.

2.2 A Street News advising of the proposal to make the area a 20mph zone was distributed in June 2016. Over 100 responses were received and a large proportion (87%) of residents who responded to the consultation supported the proposals. Comments received include:

- I am more than happy with the proposals;
- Reducing the speed limit to 20mph would be great.

- 2.3 Two objections were received. Objector 1 advised that the scheme is a ‘waste of my money’ (it is assumed this comment refers to Council Taxation payments). Objector 1 also made numerous recommendations including “stop wasting money on filling pot holes” and “widen St. James Lane Bridge”.
- 2.3.1 Objector 2 stated that there wasn’t a speeding problem and advised that there have been “no accidents”. Objector 2 also suggested that this proposal is the “result of a complaint and I can guess the person concerned”.

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

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 6th October 2016, and notices were also placed on street in the vicinity of the proposals. This commenced a 21 day objection period. The responses received included 2 objections to the proposals.
- 3.2 Appendix B details the objection received.
- 3.3 A Street News consultation was also issued to all the properties within the proposed 20mph zone (the area shown in Appendix A) prior to the TRO being advertised, and 87% of responses were in support of the proposals.

4. Timetable for implementing this decision

- 4.1 Subject to approval, it is proposed to make the Traffic Regulation Order operational in the 2016/2017 financial year.

5. Comments from Executive Director of Resources

- 5.1 Financial implications

The cost of making The Ringwood Highway Area 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 the elderly, disabled people and children.

6.5 Implications for (or impact on) the environment

None

6.6 Implications for partner organisations?

None

Report author(s)

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Place

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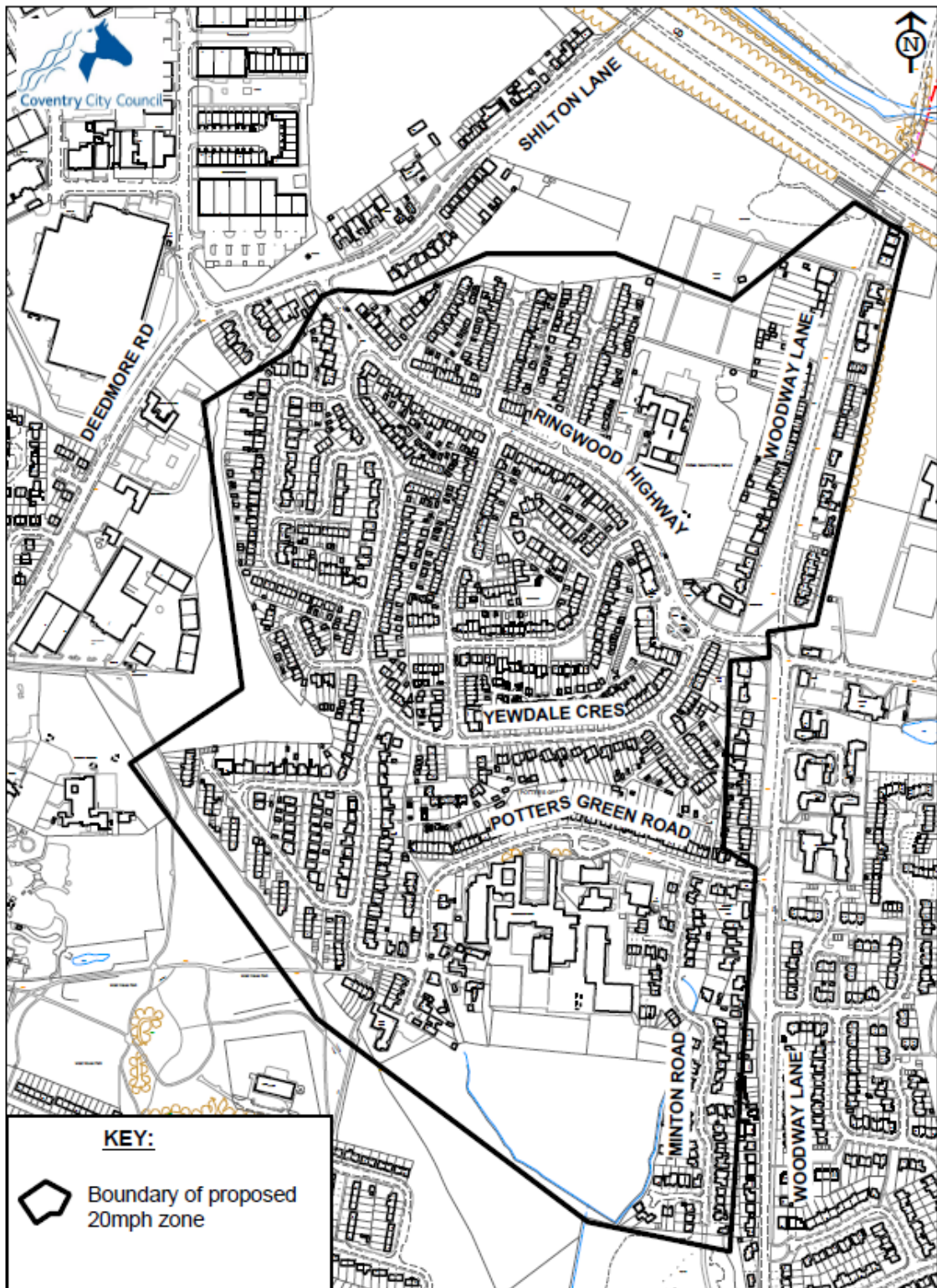
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Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
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Other members				
Names of approvers: (officers and members)				
Finance: Graham Clark	Lead Accountant	Resources	28.10.2016	31.10.2016
Legal: Sam McGinty	Place Team Leader	Resources	28.10.2016	31.10.2016
Other members: Cllr Innes	Cabinet Member for City Services		27.10.2016	27.10.2016

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Appendix A – Plan of the Proposed Ringwood Highway Area 20mph Zone



Appendix B – Objections details with responses to issues raised.

Objection 1 - Key Issues Raised

Objection

I write to object to your proposal as cannot see any justification and just shows another attempt of money making. In such times that the council is having to rain in their spending and get rid of jobs, they find the time to spend OUR money on road calming measures. I do urge you to get the measures working in other places first, without wasting my money and putting it down the drain.

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 current speeds appropriate for a 20 mph speed limit. Within the Ringwood Highway Area, a total of 15 personal injury collisions were recorded over a 5 year period. It is envisaged that the Ringwood Highway Area 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 if they do occur.

Objection

You could spend the money your proposing for instance by widening the St James lane bridge or remarking the Clifford bridge Tesco's island to educate motorists in not using the island as a crossroads.

Response:

This recommendation is outside the remit of this proposal. This proposal is associated with installing a 20mph zone and making the area safer for all road-users.

Objection

Another would be to stop wasting money filling pot holes in but actually to a permanent job so you don't come back two weeks later to do the whole work again.

Response:

The Council has a finite budget allocated to maintaining the highways, and subsequently it is not always possible to conduct expensive full pavement reconstruction. The Council utilises materials that can be installed quickly and are cost-effective. It is unfortunate that such material can be affected by weather conditions and this can reduce the effectiveness of certain materials, and this requires the Council to re-fill.

Objection

Yes speed is a problem, however i suggest that you get what you have or had done already.....WORKING,!

Response:

The Council has a finite budget allocated to road safety engineering schemes, and therefore, we implement schemes at locations that have a significant history of preventable accidents. As the city has many areas that require road safety engineering schemes to prevent and mitigate existing accidents; we have to prioritise where and when we allocate funding, and this includes areas that already have road safety measures. For example the proposed Ringwood Highway Area 20mph Speed Limit Zone already has physical traffic calming measures and we are enhancing the effectiveness of these by proposing a reduction in the speed limit to 20mph. Additionally, we conduct regular assessments of personal injury collisions, and take action if required.

Objection 2 - Key Issues Raised

Objection

I submit an account as to why I object to your proposal which I consider unnecessary, a waste of time and money. I have lived at this address for 52 years and have driven on the roads concerned innumerable times. As chair of the community association, the complaints we received were about HGVs and as this resulted in a weight restriction in the area.

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 current speeds appropriate for a 20 mph speed limit. Within the Ringwood Highway Area, a total of 15 personal injury collisions were recorded over a 5 year period. It is envisaged that the Ringwood Highway Area 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 if they do occur.

Objection

I find that when drivers have to travel too slowly for the conditions they can become irritated and an irate driver is then often a bad driver with the frustration caused. I cannot recall an accident on this stretch of road.

Response:

There has been numerous 'avoidable accidents' within the Ringwood Highway Area and the majority of these collisions are associated with driver error or driving inappropriately. Overall, there were a total of 15 personal injury collisions recorded over the last 5 year period, making this area a priority for a 20mph zone. It is envisaged that the reduced speed limit will reduce the number of personal injury collisions.

Objection

I can think of better highway projects in the area on which could be spent more wisely.

Response:

The Council has many different projects within the city. However, the Council has an aspiration to become a 20mph speed limit city, and this proposal is focused on installing a 20mph zone and making the area safer for all road-users.