

Communities and Neighbourhoods Scrutiny Board (4)  
Cabinet

5<sup>th</sup> March 2018  
6<sup>th</sup> March 2018

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor J Innes

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

All

**Title:**

Average Speed Enforcement

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**Is this a key decision?**

Yes – Affects more than two Wards of the City

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**Executive Summary:**

Coventry City Council receives many requests from local residents and Members across the city about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures on local roads in the city. In addition, the number of people killed and seriously injured (KSI) has increased on major routes into the city where inappropriate speed is a factor. This includes London Road and Ansty Road.

Although the overall accident rates are declining on Coventry's road network, the number of people killed or seriously injured (KSI) on major routes, carrying high volumes of traffic is increasing. Analysis of KSI's caused by inappropriate speeds highlight both London Road and Ansty Road as locations of high concern. To address this trend, it is proposed to introduce Average Speed Enforcement (ASE) into the city.

The use of ASE has been piloted in Birmingham and Solihull. Early results are positive with a reduction in speed of up to 20% being achieved. Elsewhere, ASE has reduced KSI rates by up to 75%.

As the Highway Authority, the Council is responsible for setting speed limits on our local roads and works closely with West Midlands Police (WMP) as the enforcement agency. Additionally, Coventry City Council is the West Midlands Combined Authority (WMCA) lead authority for Road Safety, and is committed to reducing the numbers of people killed or seriously injured (KSI) by 40% over the next 10 years' based on a three year average (2014, 2015 and 2016) as the baseline.

The approval and installation of ASE will require close working with enforcement partner organisations such as the West Midlands Police (WMP) and other associated agencies.

There is no adopted policy for installing and prioritising the use of ASE in Coventry and this report highlights the mechanisms utilised by other regional authorities and proposes Coventry City Council adopt the WMP set criteria agreed in 2017.

This report proposes ASE to be introduced on London Road and Ansty Road. The installation of ASE would be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. It is anticipated on the basis of the Birmingham and Solihull ASE pilot that ongoing maintenance costs will be covered by a share of the revenue generated from speed awareness course fees.

**Recommendations:**

The Community and Neighbourhoods Scrutiny Board (4) is requested to:-

1. Consider the proposals contained within the report and forward any comments to Cabinet for consideration at their meeting on 6<sup>th</sup> March 2018.

The Cabinet is requested to:

1. Approve the use of Average Speed Enforcement (ASE) in Coventry and that the associated procurement processes for ASE equipment is undertaken.
2. Approve ASE Schemes to be implemented on London Road and Ansty Road.

**List of Appendices included:**

Appendix A – Personal injury Collisions at proposed ASE locations

**Background Papers**

None

**Other useful documents**

None

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

Yes - The use of ASE will be considered at Scrutiny Board 4 on 28<sup>th</sup> February 2018

**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: Average Speed Enforcement

**1. Context**

- 1.1. Whilst the total number of accidents in Coventry is falling, the number of people killed or seriously injured (KSI) on the city's main roads is increasing. A total of 308 people were killed or seriously injured (22 fatalities and 286 seriously injured) on Coventry's roads over a 3 year period.
- 1.2. In addition to the human element, accidents have a major detrimental impact on traffic flow by increasing congestion, reducing capacity, worsening journey time reliability and affecting network resilience together with an adverse impact on the economy.
- 1.3. Coventry City Council receives many requests from local residents and Members across the city about speeding, including a significant number of petitions requesting road safety measures. As the Highway Authority, we are responsible for setting speed limits on our local roads. The Coventry road network needs to support a local transport system that is safe for all road users, promotes economic growth, and improves the quality of life in our communities. Coventry City Council is the West Midlands Combined Authority (WMCA) Road Safety Lead, and is committed to reducing the numbers of people killed or seriously injured (KSI) by 40% over the next 10 years' using the 3 year average (2014, 2015 & 2016) as the baseline.
- 1.4. Analysis of KSI trends highlight the worst affected roads (in terms of high numbers of accidents attributed to inappropriate speeds) include London Road (Allard Way to A46) and A4600 Antsy Road (Dane Road to Clifford Bridge Road). Appendix A provides a personal recorded injury collision breakdown for each of these locations which highlights speed as the significant contributory factor.
- 1.5. On 18th September 2017, the Cabinet Member for City Services requested Council Officers investigate techniques used to manage vehicular speeds. As a consequence, this report seeks approval to introduce ASE schemes in Coventry, and additionally considers how to assess and prioritise ASE schemes.

**Case for Average Speed Enforcement (ASE)**

- 1.6. ASE cameras are a relatively new speed enforcement technique. The cameras detect vehicles through Automatic Number Plate Recognition (ANPR) and calculate their average speed by measuring the time taken to travel between defined points, a known distance apart. A clear signing strategy is used to inform drivers that they are entering an average speed control zone.
- 1.7. ASE has enormous potential in terms of speed management, as unlike traditional 'fixed' camera locations, ASE can cover entire road lengths and not just a short section of road. ASE was introduced on the A77 (Ayrshire) in 2005 and achieved a 77% reduction in fatalities and a 74% reduction in serious injuries. The criteria for selecting a site is very similar to conventional 'fixed' camera enforcement sites and will include the following criteria:
  - Existing fixed safety camera sites;
  - Historical evidence of collisions and casualties at the camera site zones;
  - Speed surveys which indicate that speeding vehicles are an issue; and
  - Where there is no realistic and appropriate engineering solution that can be installed at the location to reduce collisions and vehicles exceeding the speed limit.

- 1.8. Over a three year period, London Road experienced 22 accidents, resulting in 3 fatalities and 6 serious personal injuries. Further analysis reveals that the three fatalities occurred near or at the junction with Abbey Road. One involved a pedestrian, one involved a motorcycle overtaking and the third involved a vehicle turning into Abbey Road. Accidents resulting in serious injury also occurred at London Road's junctions and involved vehicle turning manoeuvres in and out of side-roads including at the junction's of Carnegie Close and Tonbridge Road. There has also been two loss of control incidents at the bend near to Tonbridge Road. Overall, accidents on London Road appear to be occurring because of inappropriate vehicular speeds.
- 1.9. Ansty Road (A4600) has experienced 32 accidents, resulting in 2 fatal and 5 serious injuries over a three year period. Further analysis reveals that the majority of road traffic accidents occurred at Ansty Road's junctions with side roads. The fatality occurred at Ansty Road's junction with Wyken Croft. The dominant accident trend suggests that a combination of excessive vehicular speeds on Ansty Road coupled with a lack of visibility (for drivers entering Ansty Road from the side roads) is resulting in high levels of personal injury.
- 1.10. As part of the evolving Regional Road Safety Strategy, it is the intention to roll ASE out across the entire region by the end of the financial year. A number of successful ASE schemes have recently been installed in the West Midlands between Birmingham City Council and Solihull Metropolitan Borough Council in partnership with West Midlands Police. The pilot scheme went live in early August 2016 and to date, over 80,000 drivers have been caught driving at inappropriate speeds. Although an 18 month pilot; early indications reveal a significant reduction in vehicular speeds (up to 20% at one location).
- 1.11. Following a meeting with West Midlands Police on 12th July 2017, it was revealed that approximate costs associated with ASE camera installation for a single stretch of carriageway is approximately £60,000. Although the ASE has potential to generate revenue that can be reinvested back into road safety activities - the large number of contraventions will require processing and the Police will need to recruit additional personnel. This cost includes the infrastructure (cameras) and the required licenses to capture, store and administer contraventions.
- 1.12. As the West Midlands Combined Authority Road Safety Lead, Coventry City Council is currently promoting ASE to partner organisations (excluding Solihull and Birmingham as they already have ASE) with a view to rolling the initiative out across the region. The benefits of partnering other authorities will result in cost reduction associated with economy of scale. It is anticipated that we can learn from the tendering and procurement exercises associated with the ASE pilot, so that we can start the process to install ASE in Coventry in a relatively short timescale (2017/18 and 2018/19 financial years).
- 1.13. Based on the experience of the ASE schemes installed in Birmingham and Solihull, it is anticipated that ASE will generate revenue and this will cover ASE operating costs. The cost of running the ASE schemes will be monitored closely and if there is any speed awareness course income remaining it will be reinvested in operating and maintaining ASE and other road safety initiatives across the city.

## **2. Options considered and recommended proposal**

- 2.1. Based on the rise and severity of accidents and the evidence from ASE schemes installed elsewhere, it is recommended to progress the installation of Average Speed Enforcement in Coventry to reduce vehicular speeds and reduce the severity of accidents if they do occur.

- 2.2. Subject to 2.1, it is recommended that the use of ASE in Coventry is approved and that the associated procurement process for ASE equipment is undertaken, in addition that approval is given to collaborating with partner organisations (West Midlands Police and Local Authorities).
- 2.3. Alternative speed management measures such as fixed safety cameras were considered. However this technology is not effective over a large stretch of road because fixed site cameras only focus on specific short sections of road. In addition, the technology used for fixed site cameras is dated and very expensive to operate and maintain. Additionally, traditional traffic calming measures (such as speed humps) are not suitable for high traffic volume routes, bus routes and emergency services.

### **3. Results of Consultation Undertaken**

- 3.1. On 18th September 2017, the Cabinet Member for City Services requested Council Officers present techniques used to enhance road safety in Coventry and ways that we can manage vehicular speeds.

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

- 4.1. If approved, the 2 identified ASE Projects will be installed in 2018/2019.

### **5. Comments from Director of Finance and Corporate Resources**

#### **5.1. Financial implications**

This report identifies two locations where ASE could be installed to improve road safety at an estimated total cost of £120,000. The installation of ASE will be funded from the £1.62m WMCA Integrated Transport Block Allocation Grant from the 2018/19 Transportation Capital Programme.

It is not possible to break down the cost in more detail as this will be subject to a procurement exercise but it is believed that the capital purchase will cover licences and maintenance under guarantee for an initial period. After this point, Coventry City Council will be responsible for the running costs and maintenance of the scheme. Based on the experience of trials conducted in Birmingham and Solihull, it is anticipated that these costs will be covered by a share of the income received from speed awareness course fees.

The cost of running the ASE schemes will be monitored closely and if there is any speed awareness course income remaining it will be reinvested in road safety initiatives across the city.

#### **5.2. Legal implications**

The effective operation of the ASE project will require a joint working agreement between Coventry City Council, West Midlands Police and the Police and Crime Commissioner. West Midlands Police currently enforce speed violations within the West Midlands region and shall, with the assistance and input of the Councils, supervise and be responsible for the Back Office Equipment and make such arrangements necessary to enable the Back Office Equipment to be linked to interface with the West Midlands Police Office Systems for processing in connection with the enforcement of any speed violations captured by the Equipment.

The expeditious timescales associated with the installation of ASE is dependent on adopting existing procurement mechanisms utilised by regional partners, including West Midlands Police. This involves the provision of the supply, installation and maintenance of the equipment for the project. Any procurements required will be undertaken in accordance with the Public Contract Regulations 2015 and the Council's internal Rules for Contract.

## **6. Other implications**

### **6.1. How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?**

The implementation of Average Speed Enforcement schemes would contribute to the City Council's objectives of

***A safer and more confident Coventry***- by encouraging drivers not to exceed the speed limit.

***Making Coventry's streets, neighbourhoods, parks and open spaces attractive and enjoyable places to be*** - encouraging drivers not to exceed the speed limit and feel safer.

### **6.2. How is risk being managed?**

Governance is in place to oversee the implementation, monitoring and effectiveness of the Average Speed Enforcement (ASE) project.

### **6.3. What is the impact on the organisation?**

None

### **6.4. Equalities / EIA**

No formal equalities impact assessment has been carried out. However, it is not expected that there will be any disadvantage to persons with disabilities or any other relevant characteristics as there will be no change to the road network. The implementation of Average Speed Enforcement schemes should assist to improve the safety of all road users.

### **6.5. Implications for (or impact on) the environment**

ASE will have a positive effect on the environment, as vehicular speeds will be standardised through the ASE zone. Vehicles travelling at a constant speed reduces excessive speeding and this reduces vehicle emissions.

### **6.6. Implications for partner organisations?**

None

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Appendix A – Personal injury Collisions at proposed ASE locations

# Proposed Location – 1

- ▶ London Road (Allard Way to A46)
- ▶ 22 collisions – 3 fatalities and 6 Serious (over 3 year period)



Accidents by Severity:		Casualty by Classification:	
Fatal:	3 (13.6%)	Driver:	22 (71%)
Serious:	6 (27.3%)	Passenger:	7 (22.6%)
Slight:	13 (59.1%)	Pedestrian:	2 (6.5%)
Accidents by Lighting:		Casualty by Severity:	
Daylight:	14 (63.6%)	Fatal:	3 (9.7%)
Darkness:	8 (36.4%)	Serious:	7 (22.6%)
		Slight:	21 (67.7%)

- **Fatal injuries (3) comprised:**
  - 1 pedestrian crossing road (near Abbey Rd)
  - 1 motorcyclist overtaking vehicle
  - 1 passenger (taxi) turning into Abbey Road
- **Serious injuries (6) comprised:**
  - All (except 1) related to turning manoeuvres on London Road at junctions
- All collisions were attributed to loss of control/ driver behaviour in association with **Speed**

# Proposed Location – 2

- > Ansty Road (Dane Road to Clifford Bridge Road)
- > 32 collisions – 2 fatalities and 5 seriously injured (over 3 year period)



Total Accidents:	32	Total Casualties:	50
Accidents by Severity:		Casualty by Classification:	
Fatal:	2 (6.2%)	Driver:	25 (50%)
Serious:	5 (15.6%)	Passenger:	16 (32%)
Slight:	25 (78.1%)	Pedestrian:	9 (18%)
Accidents by Lighting:		Casualty by Severity:	
Daylight:	23 (71.9%)	Fatal:	2 (4%)
Darkness:	9 (28.1%)	Serious:	5 (10%)
		Slight:	43 (86%)

- **Fatal injuries (2) comprised:**
  - Pedestrian failed to look properly
  - Driver failed to give way
- **Serious injuries (5)**
  - Driver – excessive speed at crossroads (Wyken Croft and Ansty Road)
  - 2(x) pedestrians (misjudged speeds)
  - 2(x) Driver failed to look