



To: Communities and Neighbourhoods Scrutiny Board (4)

Date: 27th March 2019

Subject: Safer Speeds City

1 Purpose of the Note.

- 1.1 To provide the Communities and Neighbourhoods Scrutiny Board (4) on proposals to develop a Safer Speeds City Policy and Road Safety Toolkit.
- 1.2 To provide Scrutiny Board with types of road safety measures available with details of the benefits and disadvantages of each measure.
- 1.3 To provide Scrutiny Board with intervention criteria to identify locations for scheme consideration and implementation.

2 Recommendations

- 2.1 The Communities and Neighbourhoods Scrutiny Board (4) is recommended to:
 - 1) Support the progress of the Safer Speeds City Policy and the development of the Road Safety Toolkit.
 - 2) Support the road safety intervention criteria to identify locations for scheme consideration and implementation.
- 2.2 Coventry City Council receives many concerns from local residents and elected members about road safety from across the city. This includes a significant number of petitions requesting road safety measures.
- 2.3 Coventry City Council is committed to improving safety for all road users and to reduce the number of casualties on our roads. As the West Midlands Road Safety Lead authority, Coventry developed the West Midlands Regional Road Safety Strategy. As part of our commitment to delivering road safety, Coventry is determined to reduce the numbers of people killed or seriously injured (KSI's) by 40% over the next ten-year period (based on the 2015-2017 average). Coventry has developed its road safety priorities in line with the West Midlands Road Safety Policy. It is envisaged that the policy will enhance collaborative working with our road safety partners, including West Midlands Police (WMP) and West Midlands Fire Service (WMFS).
- 2.4 Our road safety priorities and target groups (based on the 2015-2017 average) are:
 1. **Pedestrians** - represent 40% of all fatalities across region each year
 2. **Pedal Cyclists** – represent 12% of all KSI's across region each year

3. **Powered 2 wheelers** – represent 17.5% of all KSI's across region each year
 4. **Young Drivers (aged 16-25)** – represents 5% of all fatalities each year
 5. **Drivers** (aged 26 and over) – represents an average of 187 KSI's each year
- 2.5 The effects of road traffic collisions has a devastating impact on people effected and their families. Additionally, aside from the human element, traffic collisions 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.
 - 2.6 As the highway authority, we have a statutory duty to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
 - 2.7 Road safety is vitally important to promoting Coventry's local transport system that promotes economic growth, is safe for all road users and improves the quality of life in our communities.
 - 2.8 The Council is committed to the promotion of road safety schemes where the benefits can be shown to outweigh any disadvantages. In particular the Council will give priority to those schemes where the accident reduction potential is the greatest. Interventions will be data and intelligent-led and locations for road safety action will be prioritised where criteria has been satisfied and where feasible solutions can mitigate accidents trends.
 - 2.9 This policy considers physical measures such as vertical deflections (such as road humps, speed cushions & raised junctions) and horizontal deflections (build-outs & chicanes) and innovative speed reduction measures such as Average Speed Enforcement.
 - 2.10 Road safety measures considered in the policy will include area wide initiatives such as 20 mph Zones, 20 mph speed limits and school time 20 mph 'advisory' speed limits.
 - 2.11 Road safety technology including Vehicle Activated Signs (VAS) and Speed Indicator Devices (SIDS) are also described. The data recorded will be used to determine evidence-based road safety interventions.
 - 2.12 The policy will also describe the different types of pedestrian crossing facilities available, and their suitability for different types of road environments.
 - 2.13 The policy will be underpinned by a bespoke Coventry City Council toolkit that identifies the different types of traffic calming used and the implementation criteria for each measure.

3 Importance of road safety resource prioritisation

- 3.1 The criteria for selecting a site for road safety intervention is currently based on 6 or more personal injury collisions over a 3-year period. Although effective over recent years, the demand for road safety intervention is outstripping resources. It is no longer possible to intervene at all locations that satisfy this criteria.
- 3.2 To ensure resources are allocated where needed, this policy will evaluate amendments to road safety intervention criteria to ensure the most serious

accidents are tackled. Our approach will involve evaluating collisions over a three-year period, with added weightings applied to three key criteria. This includes:

1. Collisions Severity (fatal, serious or slight)
2. Casualty class (priority target groups)
3. Timescales (more recent collisions given additional weighting)

3.3 The benefits of having a criteria based on weighted criteria will ensure the most severe collision trends involving the most vulnerable road users are prioritised.

4 Why have a road safety policy and toolkit

- 4.1 The Policy and Toolkit will provide important information to Locally Elected Members and residents. Increasing transparency about how we prioritise road safety intervention and the criteria will ensure finite resources are allocated and focused at locations where the accident reduction potential is the greatest.
- 4.2 Having a policy will enhance partnership working, especially with West Midlands Police and West Midlands Fire Service in perseverance of reducing the number and severity of traffic collisions and related injuries across the Council's road network.

5 Traditional road safety measures

Road Humps	Central Refuges
Speed Cushions	Gateway/ Entry Features and Splitter Islands
Chicanes & Build-outs	20 mph speed limits and 20mph zones
Raised Junction/ Tables	Road Surfacing (rumblewave)
Road Markings	Signage
Pedestrian Crossing Facilities	School time advisory 20mph

6 Innovative and 'Less Engineered' Measures

Optical Illusions	Countdown timings on pedestrian crossing facilities
Vehicle Activated Signs (VAS)	Removal of carriageway markings
Speed Indicator Device (SIDs)	Intelligent LED road studs (problematic junctions & rural locations)
Average Speed Enforcement (ASE)	Shared Space philosophy (where suitable)

7 Considerations

- 7.1 As part of any road safety scheme, the likely effects of vehicle generated noise, vibration, exhaust emissions and air quality will be examined and any detrimental effects mitigated as far as possible.
- 7.2 The design and implementation of road safety schemes in Coventry shall follow the guidance set out in the Department for Transport's (DfT), Local Transport note 1/07. This deals with government legislation, highway user issues, various types of traffic calming, consultation and prioritisation.

8 Timescales

- 8.1 Following feedback from Scrutiny Board 4, it is envisaged that the Road Safety Policy will be finalised in May/ June 2019.

Joel Logue – Highways, Traffic and Road Safety
Place Directorate, 024 7683 4307