

Cabinet Member for City Services

29<sup>th</sup> July 2019

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Ward(s) affected:**

Radford

**Title:** Objection to Road Humps and 20mph Speed Limit proposed as part of the Cheveral Avenue Local Safety Scheme

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**Is this a key decision?**

No

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**Executive Summary:**

The personal recorded injury collisions that occur on Coventry's roads are reviewed annually and a safety scheme programme is proposed to try to reduce the number of injury collisions that are occurring. In March 2019 Cabinet approved the 2019/20 Transportation and Highway Maintenance Capital Programme which included the installation of a safety scheme on Cheveral Avenue and Jubilee Crescent.

The proposed local safety scheme includes Cheveral Avenue, Jubilee Crescent and Catesby Road. This route was identified due to the large number of injury collisions that are occurring; 22 in the last 3 years.

The proposed scheme extends the existing 20mph limit, making it part of a larger 20 mph zone and uses a mixture of measures including raised features such as speed cushions, road humps and raising an existing zebra crossing.

Local residents have been consulted on the proposals and of the responses received 84% are in favour of the scheme.

To enable the installation of raised features (road humps) and to change the speed limit of a road, legal processes must be followed. On 20<sup>th</sup> June 2019, a Notice of Intent (NOI) for the proposed raised features was advertised and on 27<sup>th</sup> June 2019 a Traffic Regulation Order (TRO) to make amendments to the speed limit was advertised. One objection was received to each of these notices.

In accordance with the City Council's procedure for dealing with objections to NOIs and TROs, they are reported to the Cabinet Member for City Services for a decision as to how to proceed. The cost of introducing road safety schemes, is 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 proposed use of raised features
- 2) Subject to recommendation 1 above, approve that the raised features are installed
- 3) Consider the objection to the proposed 20mph speed limit extension
- 4) Subject to recommendation 3 above, approve that the City of Coventry (Catesby Road, Jubilee Crescent & Cheveral Avenue) (20mph Zone) Order 2019 is made operational

**List of Appendices included:**

Appendix A – Location Plan  
Appendix B – Copy of Objections

**Background Papers**

None

**Other useful documents:**

None

**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:** Objections to Road Humps and 20mph Speed Limit Proposed as part of the Cheveral Avenue Local Safety Scheme

**1. Context (or background)**

- 1.1 The personal recorded injury collisions that occur on Coventry's roads are reviewed annually and a safety scheme programme is proposed to try to reduce the number of injury collisions that are occurring. In March 2019 Cabinet approved the 2019/20 Transportation and Highway Maintenance Capital Programme which included the installation of a safety scheme on Cheveral Avenue and Jubilee Crescent.
- 1.2 The proposed local safety scheme includes Cheveral Avenue, Jubilee Crescent and Catesby Road. This route was identified due to the large number of injury collisions that are occurring; 22 In the last 3 years.
- 1.3 The proposed scheme extends the existing 20mph limit, making the route a larger 20 mph zone and uses a mixture of measures including raised features such as speed cushions, road humps and raising an existing zebra crossing.
- 1.4 Local residents have been consulted and of the responses received 84% are in favour of the scheme.
- 1.5 On 20<sup>th</sup> June 2019, a NOI advising of the proposal to install raised features (16 sets of speed cushions, 2 road humps and the proposal to raise the existing zebra crossing on Cheveral Avenue) was advertised in the local press. Notices were also posted on lamp columns in the area of the proposal. The advert commenced a 21 day objection period, advising any formal objections should be made in writing by 11<sup>th</sup> July 2019. One objection was received.
- 1.6 On 27<sup>th</sup> June 2019, a TRO to increase the extents of the existing 20mph speed limit in the area of the local safety scheme was advertised in the local press and notices were posted on lamp columns in the area of the proposal. The advert commenced a 21 day objection period, advising any formal objections should be made in writing by 18<sup>th</sup> July 2019. One objection was received.
- 1.7 A copy of each objection is provided in Appendix B. Personal details have been removed.
- 1.8 The objector to the use of raised features, advises of concerns relating to the potential transference of traffic on to Telfer Road, damage to vehicles and the effect of drivers accelerating and decelerating on pollution. It is also suggested that a 20mph limit is implemented and enforced rather than using raised features.
- 1.9 The use of traffic calming in the form of raised features has been proposed due to the number of recorded injury collision that are occurring; 22 in the last 3 years which resulted in 2 serious casualties and 23 slight casualties, 8 casualties were pedestrians. The use of these features physically reduces vehicle speed, which is a factor in the severity of injuries received in a collision. Research indicates if average speeds are reduced by 1 mph, the accident rate would fall by approximately 5% (varying slightly with road type). There are existing areas subject to a 20mph speed limit along this route, but it is intended, with the use of traffic calming, to make the speed limit 'self-enforcing'.
- 1.10 The raised features are proposed to be spaced regularly along the route, this is to reduce the acceleration/deceleration of drivers between features, the use of speed cushions also makes travelling over the features easier for buses. In addition reducing vehicle speeds can have wider benefits for the community, it can encourage cycling and walking because of the calmer environment. Monitoring will be undertaken, including the traffic flows on Telfer Road.

1.11 The objection to the proposal to extend the 20mph limit, is not a direct objection to the use of 20mph speed limits, but rather raises the issue that there should be more, that a holistic approach should be undertaken with a default 20mph limit on all non-arterial roads. However, with the resources available this is not possible, although the introduction of the proposed scheme would increase the length of roads subject to a 20mph speed limit in Coventry.

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

2.1 Two objections have been received to the notices for the proposed Cheveral Avenue Local Safety Scheme; one to the use of raised features (road humps), one to the proposed 20mph limit. Of the consultation undertaken with local residents 84% of those who responded advised they were in favour of the scheme. The objections are detailed in full in Appendix B.

2.2 In considering the objections received, the options are to:

- i) Install the raised features as proposed
- ii) Not to install the raised features
- iii) Make the 20mph limit order as advertised
- iv) Not to make the order

2.3 The recommended proposal, for the reasons identified in 1.9 is, to install the scheme as proposed including the raised features and 20mph limit.

## **3. Results of consultation undertaken**

3.1 The NOI advising of the proposal to install raised features (16 sets of speed cushions, 2 road humps and the proposal to raise the existing zebra crossing on Cheveral Avenue) was advertised in the local press on 20<sup>th</sup> June 2019. Notices were also posted on lamp columns in the area of the proposal. One objection was received, this is detailed in Appendix B

3.2 The TRO for the 20mph speed limit was advertised in the Coventry Telegraph on 27<sup>th</sup> June 2019; notices were also placed on street near the proposals. One objection was received, this is detailed in Appendix B.

3.3 A street news consultation was undertaken with local residents, with responses able to be made using either a freepost response slip or by survey monkey. 107 responses were received in total, 84% of the responses were in favour of the proposed scheme.

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

4.1 Subject to approval it is proposed to commence works to install the scheme in August 2019.

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

5.1 Financial implications

The cost of introducing the proposed scheme, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan. The cost of the scheme is approximately £100,000.

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.

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 objections received. If objections are received, these are considered by the Cabinet Member for City 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).

The Highways Act 1980 allows the Council to construct road humps on a highway maintainable at the public expense for which they are the highway authority provided that certain criteria are fulfilled e.g. the highway is subject to a statutory speed limit for motor vehicles of 30 miles per hour or less.

There is an obligation under Section 90C of the Highways Act 1980 to advertise our intention to install the road humps and to inform various stakeholders including the Police and the public. The Council is obliged to consider any objections received. If objections are received, these are considered by the Cabinet Member for City Services.

## **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 proposed changes to the waiting restrictions as recommended will 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**

Section 149 of the Equality Act 2010 imposes a legal duty on the Council in the exercise of its functions to have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant "protected characteristics" under this section of the Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not

felt that this proposed scheme detrimentally impacts on any particular group with a protected characteristic and therefore an Equality Impact Assessment was not carried out.

## 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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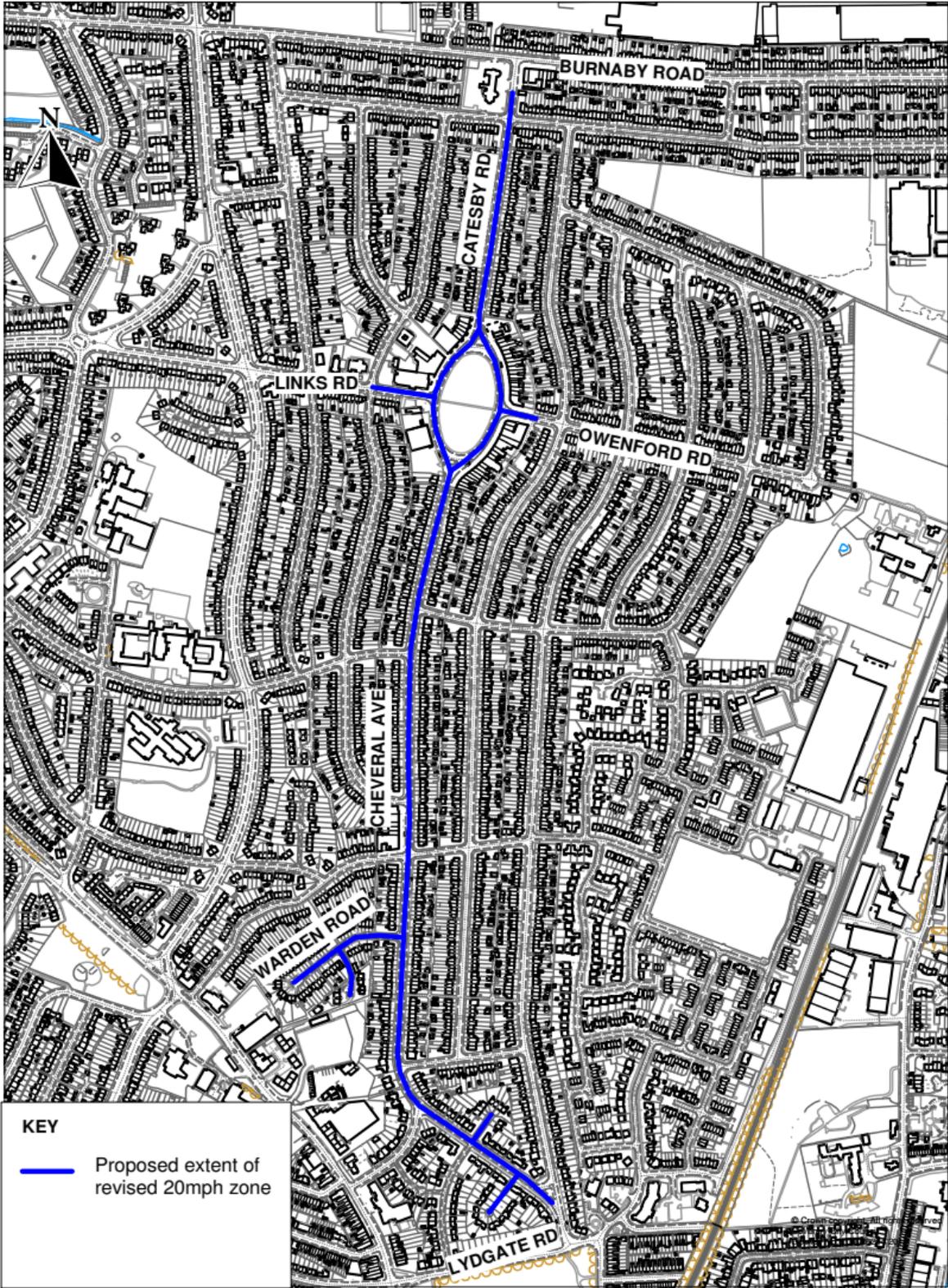
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Appendix A – Location Plan



KEY  
— Proposed extent of revised 20mph zone



Location Plan - Proposed Extension to Existing 20mph Zone  
Catesby Road, Jubilee Crescent, Cheveral Avenue

## **Appendix B - Copy of Objections**

### **Objection to proposed raised features.**

I have some comments on the recently advised road/traffic management changes for Cheveral Avenue and Jubilee Crescent.

On balance I am against the proposals because they have been conceived in isolation and fail to take account of the fact that traffic overloading on Cheveral Ave/ Jubilee Crescent is ALREADY diverting to use Telfer Road [personal details]. Through traffic regularly passes along this road at great danger to residents at speeds of 30-45 mph, especially during rush hours. The drivers are attempting to avoid potential Cheveral/Jubilee /Burnaby delays. This proposal will inevitably increase that dangerous intrusion into our residential neighbourhood. It is absolutely INEVITABLE and not acceptable.

Also it is now a well established fact that elevated sections of the road / SPEED BUMPS are destructive to vehicles [details of personal experience].

Furthermore and frankly MUCH more damagingly, the constant deceleration and acceleration after negotiating the speed bumps is creating significantly more particle pollution to the immediate environment and ultimately the whole environment.

By far the best solution is to place 20 mph speed limits along the entire stretches of road, inclusive of adjoining roads such as Telfer Avenue. And ensure enforcement. Constantly attending to speed bumps diverts drivers' attention from other hazards and is DANGEROUS. ALL residential neighbourhoods should have 20 mph limits with surface changes used to remind traffic (NOT speed bumps).

[Personal details].

On a final point I might add that the distributed leaflet is appreciated, but the graphics are very unclear (even viewed as a local resident) because of the sliding axis of the designs.

I suspect your Consultation to be a formality as has been experienced in the past from the Council, but I appreciate the opportunity to make an input.

### **Objection to proposed 20mph limit changes.**

I would like to OBJECT to this proposal.

My reason for objection is that it is entirely inappropriate to be bringing such an important road safety measure in on such a small number of streets.

The council approved a policy for 20mph to be the DEFAULT speed limit on non-arterial roads. This was approved back in 2014.

Since then, a new local plan has been adopted in 2017, but there has been virtually no action whatsoever on 20 mph limits.

This measure is simply far too tokenistic to have any meaningful impact on road safety.

It is also wasteful in terms of signage costs to keep on making such incremental and small scale changes.

Instead, the council must adopt the default 20mph limit across the whole city on all non-arterial roads, and then consult on 20mph limits on the remaining arterial roads, where there is a need, based on traffic running through local district centres (eg Ball Hill).

We are now in the midst of a climate emergency, a congestion crisis and rising levels of local air pollution, combined with health epidemics relating to sedentary lifestyles and lack of exercises. We do not have time to mess around any more, the council must act with haste!