

9th September 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive Director (Place)

Ward(s) affected:

Wyken, Lower Stoke, Binley and Willenhall, Longford, Henley, St.Michael's, Cheylesmore

Title: New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road

Is this a key decision?

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant

Executive Summary:

Coventry City Council receives many requests for safety measures from local residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety interventions on roads in the city where vehicular speeds are deemed excessive.

Speeding continues to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall accident rates are declining on Coventry's road network, the number of people killed or seriously injured (KSI) remains high on major routes that carry high volumes of traffic.

In March 2018, Cabinet approved the use of Average Speed Enforcement (ASE) on London Road and Ansty Road to mitigate the KSI trend on high traffic volume routes. Both ASE projects were introduced in January 2019. Early indications reveal that since their introduction vehicle speeds have reduced and no personal injury collisions have been recorded on the routes where ASE is in operation. The initial six month review has provided evidence that ASE can enhance road safety and it is proposed to install two new ASE sites this financial year based on KSI data.

At Cabinet on 12th March 2019 it was approved, as part of the 2019/20 Transportation and Highway Maintenance Capital programme, that a further 2 ASE sites would be introduced as part of the Local Safety Scheme programme. Analysis of potential sites has now been completed and two locations identified. Binley Road and Henley Road have the highest number of KSIs based on the latest 3 year accident history rate.

The report is being submitted as an additional item of public business because of the special circumstances involved, the circumstances being to be able to complete the works required to

implement the schemes this financial year and to gain approval of the proposed sites. As part of the ASE programme, it is also proposed to seek approval for the extension of the Ansty Road and London Road ASE projects.

The installation of new ASE projects and the extension of the Ansty Road and London Road ASE projects would 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) Approve ASE schemes to be implemented on Binley Road and Henley Road in the 2019/2020 financial year.
- 2) Approve the extension of London Road and Ansty Road ASE projects subject to funding.
- 3) Subject to recommendation 1 and 2 approve the associated procurement process for ASE equipment is undertaken and approval is given to collaborating with partner organisations (West Midlands Police and other West Midlands Local Authorities)

List of Appendices included:

- Appendix A – Personal Injury Collisions at proposed ASE locations
- Appendix B – Location plan of new ASE locations
- Appendix C – Location plan of proposed Ansty Road and London Road ASE extensions

Background Papers

None

Other useful documents

2019/20 Transportation and Highway Maintenance Capital programme report – Cabinet meeting 12th March 2019

Has it been or will it be considered by Scrutiny?

The use of ASE was considered and approved at Scrutiny Board 4 on 28th 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:

New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road

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. Over the 3 year period (1st June 2016 to 31st May 2019), a total of 367 people were killed or seriously injured on Coventry's road network.
- 1.2. Personal injury collisions can destroy peoples' lives, and the lives of people around them. 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 for road safety measures from local residents and Members across the city concerned about speeding, including a significant number of petitions. 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.
- 1.4. 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.
- 1.5. In pursuance of mitigating the KSI trends on high traffic volume routes within the city, the Council introduced ASE on London Road and Ansty Road. 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. The criteria for selecting a site is very similar to conventional 'fixed' camera enforcement sites and includes the following criteria:
 - Locations that have previously had fixed safety cameras;
 - Historical evidence of collisions and casualties;
 - 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.
- 1.6. ASE was introduced on Ansty Road and London Road in January 2019. Early indications have revealed that in the first 6 months of operation (the time period for which data is available) there has been no recorded personal injury collisions on either Ansty Road or London Road in the area where ASE is in place since both ASE projects became operational. Vehicular speeds have also reduced since the projects were introduced.
- 1.7. A citywide analysis of KSI trends highlights the worst affected roads (in terms of high numbers of injury collisions attributed to inappropriate speeds) during the 3 year period (1st June 2016 to 31st May 2019) as Binley Road and Henley Road. Appendix A provides a personal recorded injury collision breakdown for each of these locations which highlights speed as the significant contributory factor.

The data-led case for ASE on Binley Road and Henley Road

- 1.8. Over the three year period (1st June 2016 to 31st May 2019), 33 personal injury collisions have been recorded on Binley Road (from its junction with A444 Jimmy Hill Way to its junction with Brinklow Road), resulting in 3 fatalities and 5 serious personal injuries. Contributory factors attributed to the collisions included drivers travelling at excessive speeds and other associated driving behaviour such as careless, reckless and aggressive driving. Although the analysis reveals that the majority of accidents occurred sporadically along the length of Binley Road, a number were concentrated at side roads including Brays Lane, Stoke Green, Allard Way and Church Lane. There were a significant number of vulnerable road user personal injury collisions on Binley Road during the 3 year period. This included 5 pedestrians and 9 cyclists. The 5 pedestrian collisions included 1 fatality and 1 seriously injured. Out of the 9 cyclist accidents, 1 was recorded as fatal and 1 cyclist was seriously injured.
- 1.9. Henley Road and Hall Green Road (from the Bellbrooke Close junction to the junction with Caradoc Close) has experienced 30 personal injury collisions, resulting in 2 fatal and 10 serious injuries over a three year period. Further analysis reveals that a significant number of collisions occurred at the junction of Henley Road with Roseberry Avenue. Analysis of the accidents reveal drivers may be increasing speeds on the approach to get through the signals on green, and not leaving sufficient time to slow down if the lights change. There are also a significant number of pedestrian accidents on Henley Road. This includes 9 collisions, comprising 1 fatality and 5 serious collisions. The majority of collisions on Henley Road are related to excessive and inappropriate vehicular speeds.
- 1.10. In accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Binley Road and Henley Road ASE projects this financial year.

2. Options considered and recommended proposal

- 2.1. Based on the rise and severity of accidents and the evidence from ASE schemes installed in Coventry and elsewhere, it is recommended to progress the installation of Average Speed Enforcement on Binley Road and Henley Road to assist to reduce vehicular speeds and therefore reduce the severity of accidents if they do occur. Subject to available budget after the installation of Binley Road and Henley Road ASE projects, the extension of the Ansty Road and London Road ASE projects will commence this financial year. It is therefore also recommended that the associated procurement process for the ASE equipment is undertaken together with collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).
- 2.2. 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 No consultation has yet been undertaken

4. Timetable for implementing this decision

4.1. If approved, the 2 identified ASE projects will be installed in this financial year (2019/2020).

5. Comments from Director of Finance and Corporate Resources

5.1. Financial implications

The installation of ASE will be funded from the WMCA Integrated Transport Block Allocation Grant from the 2019/20 Transportation & Highway Maintenance Capital Programme. A budget of £160,000 has been approved for this purpose.

The ASE schemes which are proposed to be implemented on Binley Road and Henley Road have an estimated total capital cost of £80,000. The extension of the London Road and Ansty Road ASE project is estimated to have a similar capital cost.

Running Costs of Schemes

The capital purchase is likely to cover licences and maintenance under guarantee for an initial two year period (subject to the procurement process). After this point, Coventry City Council will be responsible for the running costs and maintenance of the schemes. The Council will also receive a share of the income received from West Midlands Police from speed awareness course fees. There is therefore a small risk that there will be a net cost to the Council of running the schemes.

As the scheme for London Road and Ansty Road is less than a year old, it is not possible to confirm if the income received is sufficient to cover the costs of running the scheme. However, based on the experience of trials conducted in Birmingham and Solihull, it is anticipated that these costs will be covered.

The cost of running the ASE schemes will be monitored closely and the Cabinet Member for City Services will be briefed on the annual figures for the London Road and Ansty Road scheme. Any surplus income will be reinvested in road safety initiatives across the city.

5.2. Legal implications

The effective operation of the ASE project requires the already agreed 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 as well as making such arrangements as is deemed necessary to enable the Back Office Equipment to be linked to enable 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 (if applicable) 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 making people 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) Climate Change and 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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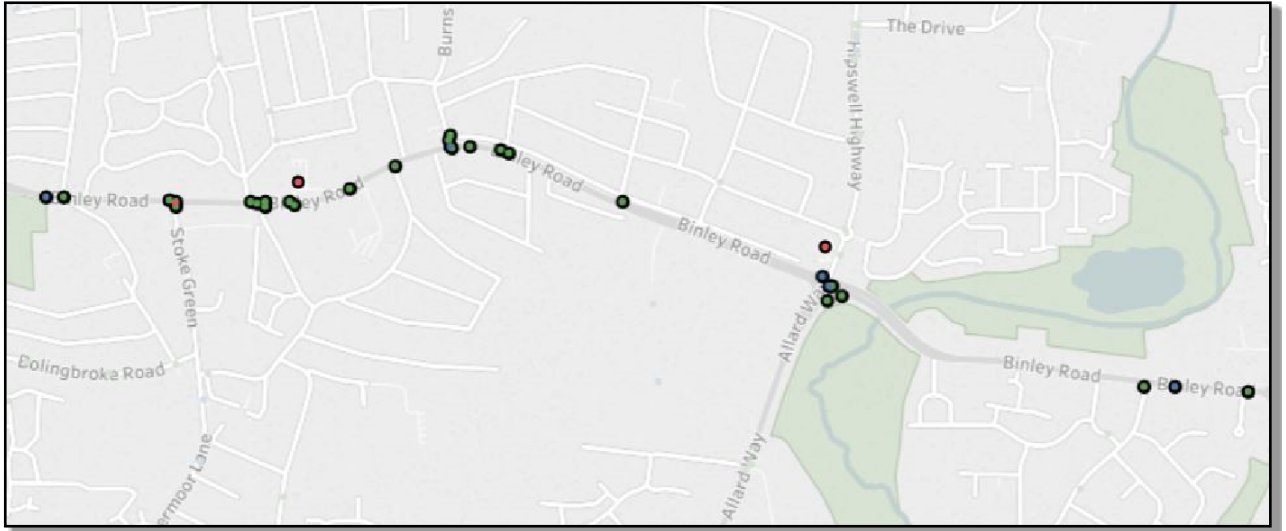
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APPENDIX A

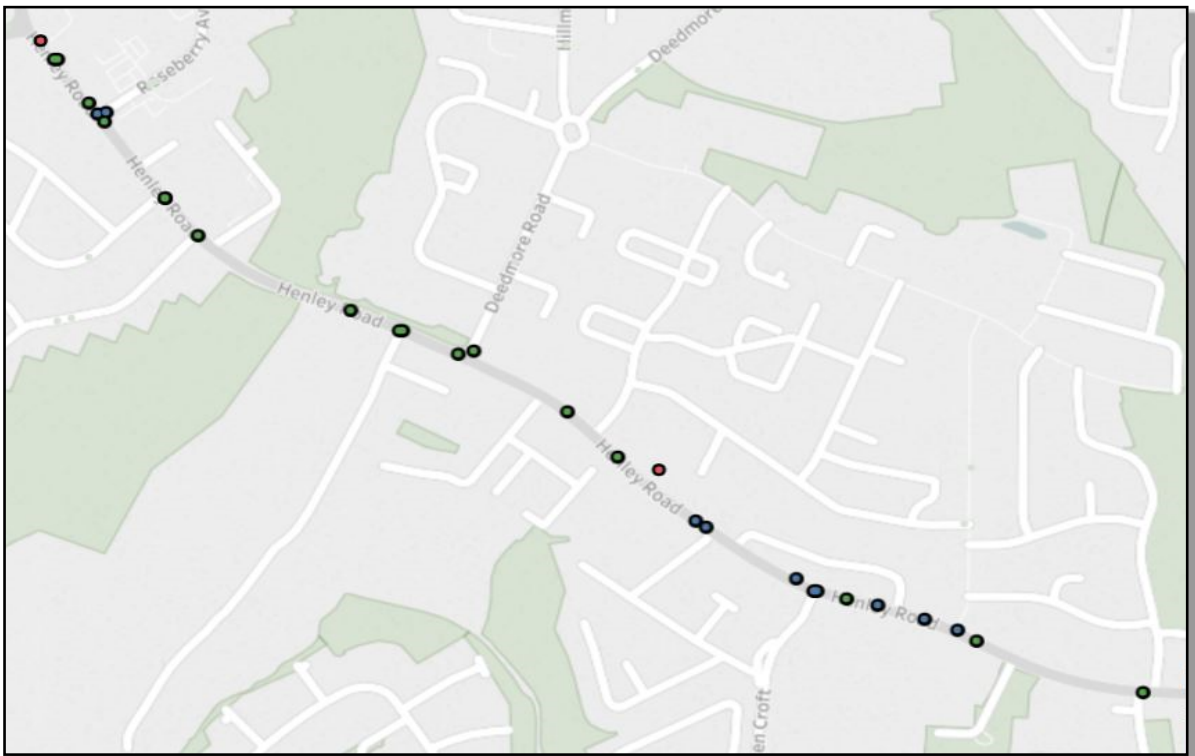
Binley Road Accident plot (A444 Jimmy Hill Way to Brinklow Road)

Personal Injury Collisions: Total: 33, Fatalities: 3, Serious: 5



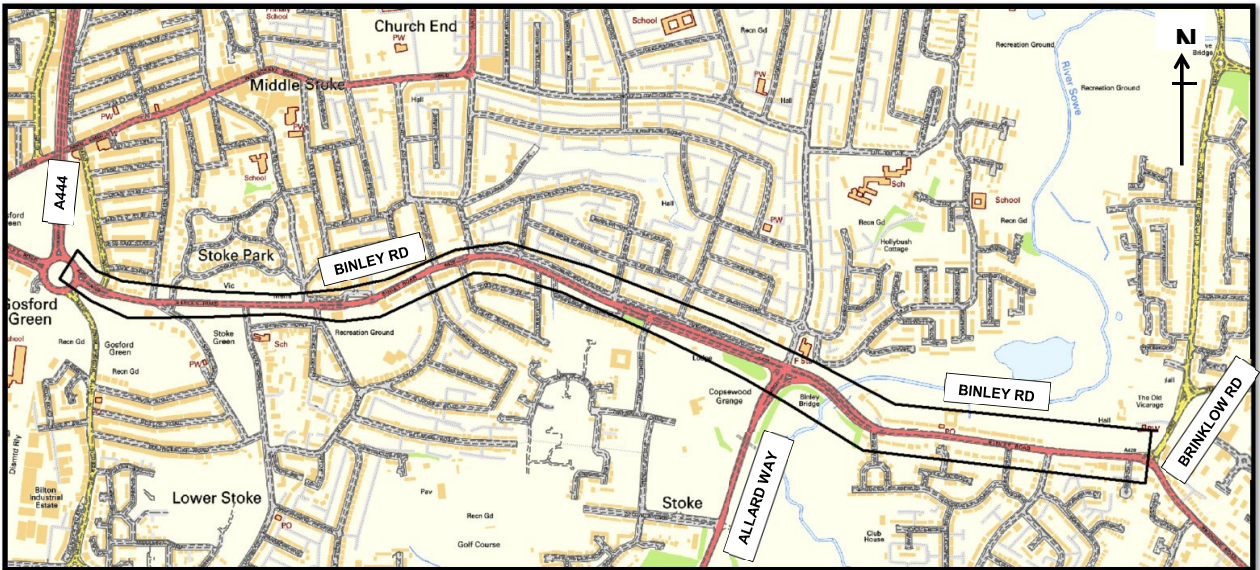
Henley Road/ Hall Green Road Accident plot (Bellbrooke Close to Caradoc Close)

Personal Injury Collisions: Total: 30, Fatalities: 2, Serious: 10



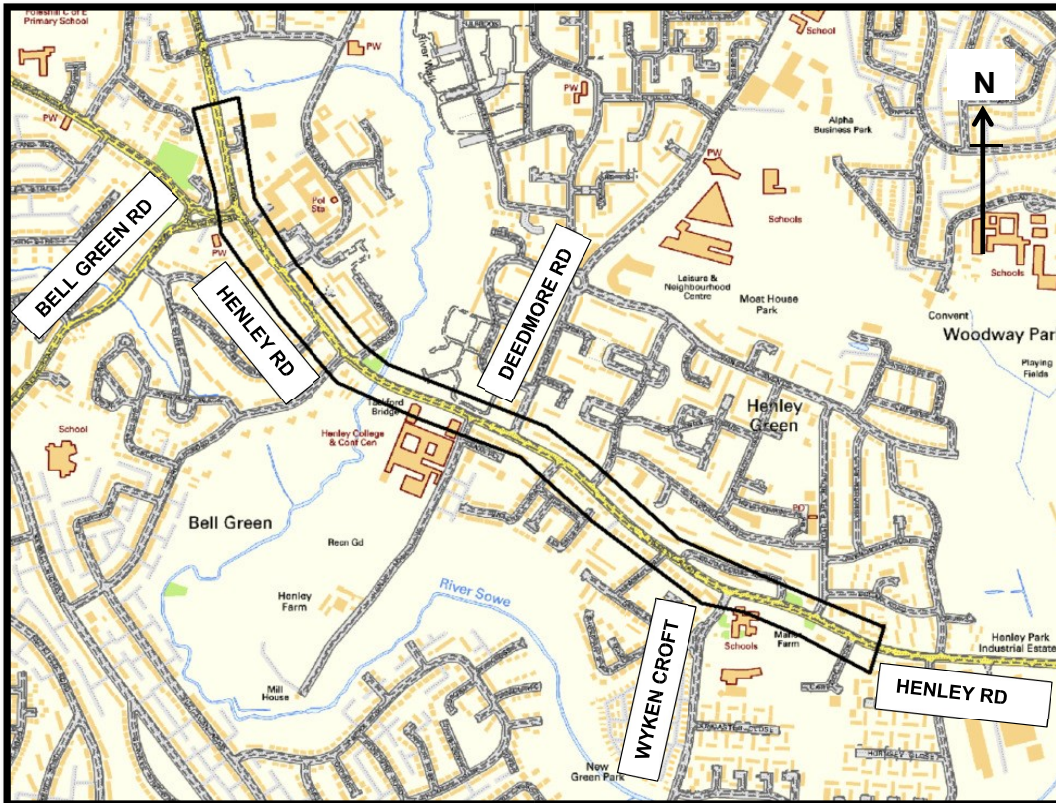
APPENDIX B

Binley Road Location Plan



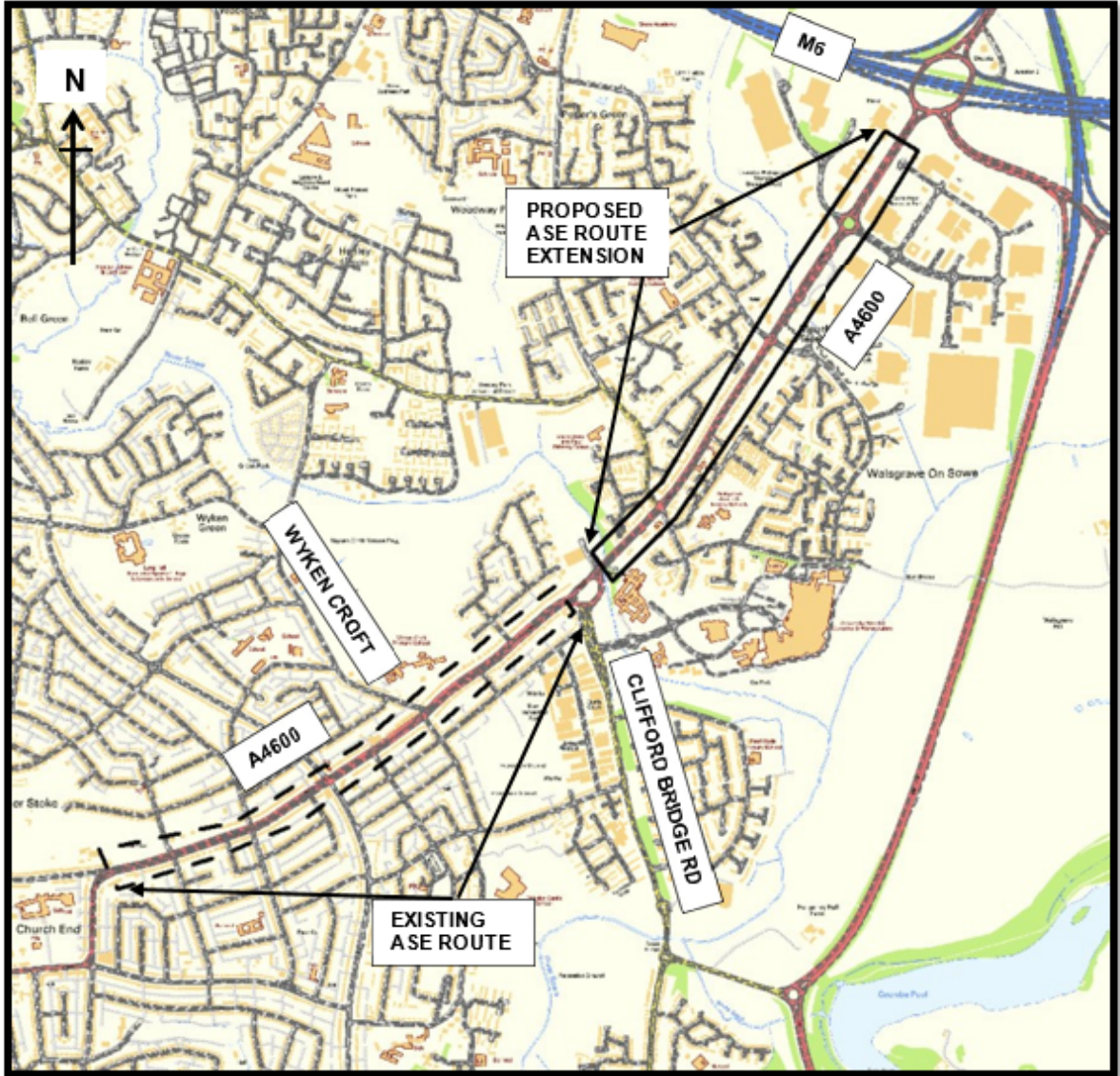
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Henley Road/ Hall Green Road Location Plan



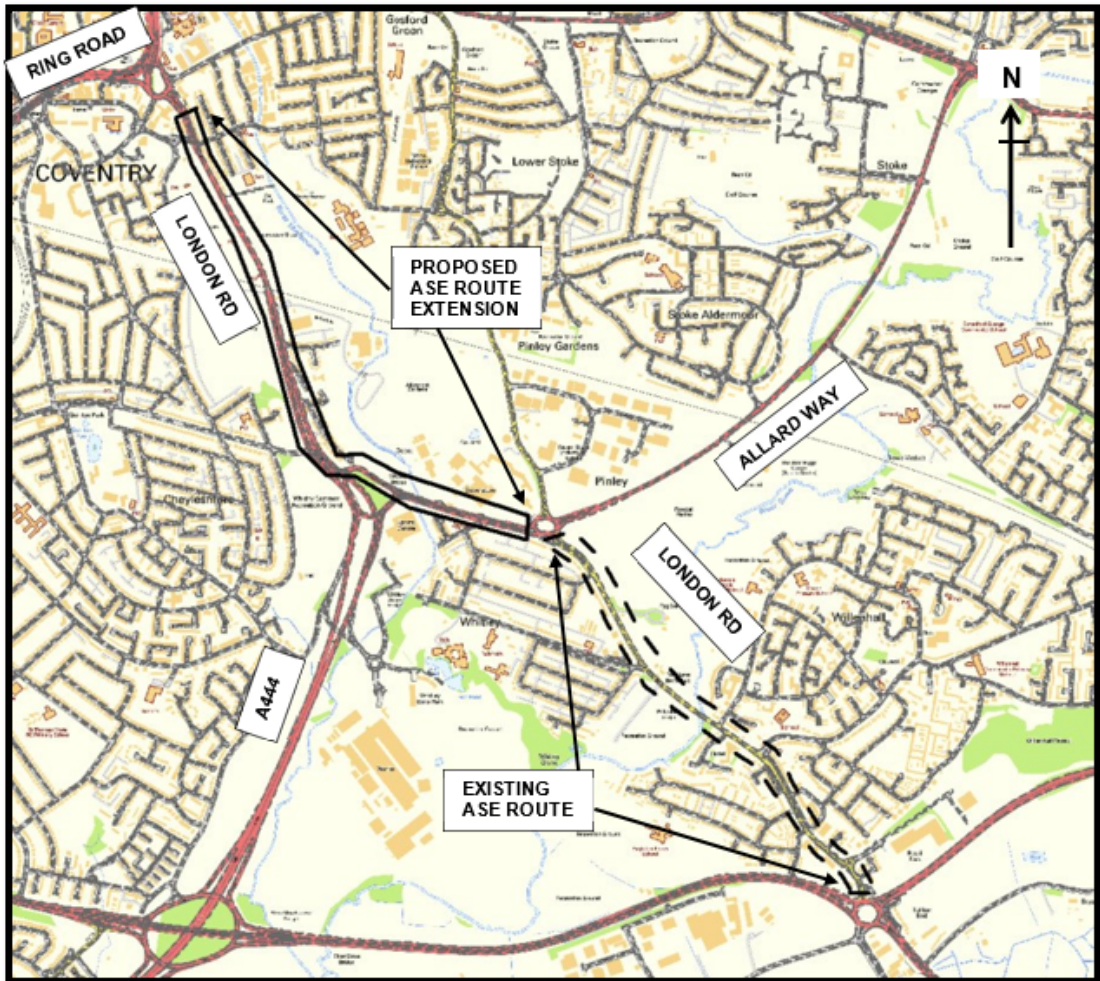
APPENDIX C

Ansty Road Extension Plan



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London Road Extension Plan



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