

Cabinet Member for City Services

20 January 2020

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:

Title:

Objections to Proposed Speed Limit Reduction – London Road

Is this a key decision?

No

Executive Summary:

Speed limits are reviewed within Coventry on a regular basis. The primary reason for evaluating speeds limits and speed limit changes are predominantly related to making roads safer for all road users.

On 28th November 2019, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph (from Allard Way to the approach to the ring road) to improve road safety. The reduction in speed limit will also assist to improve the safety of the proposed toucan crossing to be located on London Road near the access to Charterhouse. In addition, the Allard Way and Humber Road approaches (and exit) to the roundabout junction with London Road will also be reduced from 40mph to 30mph.

Two objections and three letters of support of the proposed speed limit reduction were received. In accordance with the City Council's procedure for dealing with objections to TROs, 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 30mph speed limit reduction.
- 2) Subject to recommendation 1 above, approve the implementation of the City of Coventry (London Road) (40mph Speed Limit Revocation) Order 2019.

List of Appendices included:

Appendix A – Plan of London Road speed limit reduction
Appendix B – Copy of objections and responses
Appendix C – Copy of letters in support

Background Papers

None

Other useful documents:

Cabinet Report - New Average Speed Enforcement routes as part of 2019/20 Local Safety Scheme Programme – Henley Road and Binley Road (and London Road and Henley Road extensions)

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 Proposed Speed Limit Reduction – London Road

1. Context (or background)

- 1.1 On 28th November 2019, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph, from a point 140 metres north of its junction with Acacia Avenue, to a point 9 metres south east of its junction with Allard Way. This includes the circulatory of the Allard Way/London Road roundabout.
- 1.2 The rest of London Road, from a point 9 metres south east its junction with Allard Way to its junction with A45 (Toll Bar Island) will retain the 40mph speed limit. It is proposed to reduce the speed limit to 30mph on this section of London Road (from Allard Way to the approach to the ring road) to improve road safety. In addition, the Allard Way and Humber Road approaches (and exit) to the roundabout junction with London Road will also be reduced from 40mph to 30mph.
- 1.3 The reduction in speed limit is in response to historical and recent road safety concerns associated with inappropriate vehicular speeds on London Road. The speed limit reduction will also assist to improve the safety of the proposed toucan crossing to be installed on London Road near the access to Charterhouse, and the existing Puffin Crossing near to Riverside Close. Two objections and three letters of support were received.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order was advertised in the local press and notices were posted on lamp columns in the area of the proposed speed limit change on 28th November 2019, advising that any formal objections should be made in writing by 19th December 2019.

2. Options considered and recommended proposal

- 2.1 Two objections and three letters of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix A. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
 - i) make the order for the proposal as advertised;
 - ii) not to make the order relating to the proposal.
- 2.3 **Option i)** is recommended because of the road characteristics and forthcoming amenities that will attract non-motorised users including pedestrians and cyclists (Toucan Crossing Facility). London Road comprises a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, a phenomenon often referred to as ‘tunnel vision’. There are a number of junctions along London Road that include adjacent roads, frontal developments and houses. Junctions and accesses significantly increase the road safety risks of inappropriate vehicular speeds.

An existing pedestrian crossing facility is located on London Road near Riverside Close to accommodate school children, pedestrians (and other vulnerable footway users) crossing flows to the superstore. A proposed Toucan Crossing facility is also proposed close to the Charterhouse project. A speed limit reduction will make this section of London Road safer for all road users.

- 2.4 **Option ii)** is not recommended as this section of London Road has experienced 22 road traffic casualties over the last three-year period. This includes 2 serious collisions and 6 pedestrian collisions. Further investigations highlight a significant number of collisions were associated with inappropriate vehicular speeds.

- 2.5 Three letters received in support of the speed limit reduction include comments ‘completely agree on doing this with or without the pedestrian crossing facility’ and the speed limit reduction will ‘stop these idiots who continue to drive too fast with no consideration for anyone else’. Other comments received in support of the speed limit reduction include ‘many road users drive at excessive and dangerous speeds’ on London Road. The three letters of support are detailed in Appendix C received in response to the formal advertisement of the proposed 40mph to 30mph speed limit reduction.
- 2.6 Two objections were received and highlighted numerous concerns including the speed limit reduction is ‘bad for the environment with emissions increasing due to the non-smooth traffic flow’ and the speed limit reduction could result in an ‘increase in accidents as people slow down so quickly at point of speed reduction’. Other comments objecting the speed limit reduction include this contributing to an increase in ‘congestion and pollution’ on London Road. The full objections and responses to the issues raised are detailed in Appendix B.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the speed limit reduction was advertised in the Coventry Telegraph on 28th November 2019. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 19th December 2019. Two objections and three letters of support were received.
- 3.2 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request. Appendix C details the letters of support received.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it proposed to make the amended TRO and install the restrictions by the end of March 2020.

5 Comments from Director of Finance and Corporate Services

5.1 Financial implications

The cost of introducing the proposed TROs, if approved, 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 Regulation 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 representations received. If representations 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).

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 speed limit 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

The introduction of a speed limit reduction will ensure the carriageway is safe for all road users, as the lower speed limit will reduce the likelihood of personal injury collisions.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

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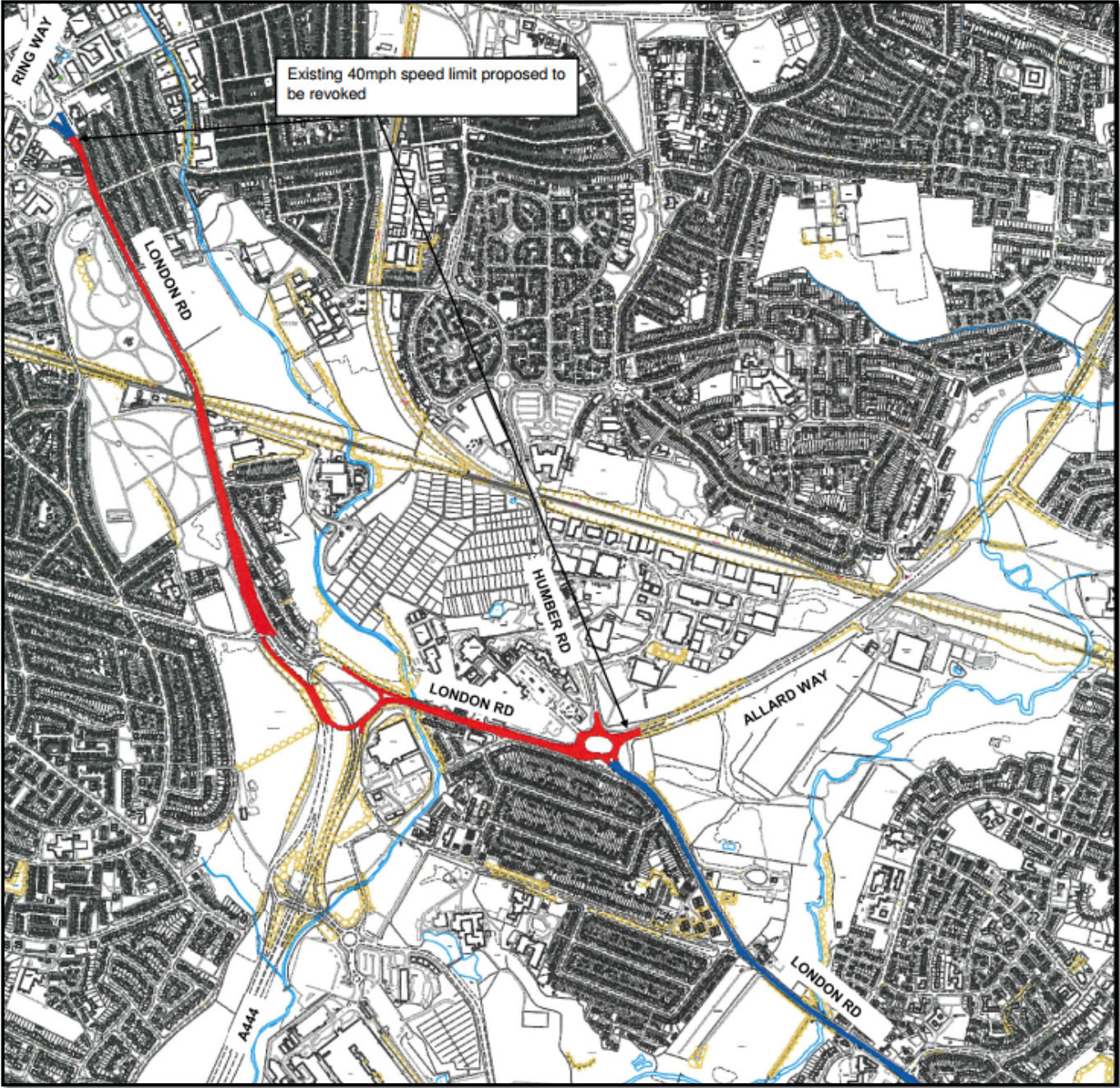
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Appendix A – Plan of area affected by proposed speed limit reduction



Appendix B – Table of Objections to the speed limit reduction

<p>Objection 1</p>	<p>Please leave this road at a speed limit of 40 mile/hour. Currently traffic flow is excellent on this road. If it's not broken why fix it.</p> <p>This is purely a mechanism to gain funding from the driving community.</p> <p>A reduction will cause traffic flow rate to decrease and increase at points of speed reduction.</p> <p>1-this is bad for the environment with emissions increasing due to the non-smooth traffic flow</p> <p>2-potential increase in accidents-as people slow down to quickly at point of speed reduction</p>
<p>Response to Objection</p>	<p>Coventry City Council will not gain funding from the driving community relating to the proposed speed limit reduction.</p> <p>The speed limit reduction should not significantly affect the traffic flows, as 30mph will enhance driver behaviour and prevent road traffic collisions associated with driving at higher speeds. The reduction in collisions will enhance traffic flows.</p> <p>A speed limit reduction to 30mph will prevent excessive speeding and this will significantly reduce vehicle emissions relating to excessive acceleration and deceleration.</p> <p>The proposed speed limit reduction will significantly reduce the likelihood of personal injury collisions and the severity of injury if they do occur.</p>
<p>Objection 2</p>	<p>The general effect of the proposals do not demonstrate the actual impact of reducing the speed limit from 40mph to 30mph on a busy arterial route in and out of the city. No demonstrable consideration has been given to the expeditious and convenient movement of vehicular and their traffic in and out of the city. The council is required to consider all the requirements and not one single objective. The actual impact will be that each vehicle will spend approximately 5% extra time on the road increasing congestion. This is likely to lead to an increase in stop/start traffic on the road and an increase in pollution (on a road where there is already a pollution issue).</p> <p>The expeditious and convenient movement of vehicles has not been considered. If there are concerns for pedestrians there are suitable alternatives such as barriers along the paths. No details have been provided to the number of accidents on this stretch of road, the specific location, seriousness and whether or not speed was a contributing factor. From my understanding, there have been a small number of incidents given the volume of traffic that uses the road.</p> <p>The proposal to put a Toucan Crossing in the vicinity of Charterhouse will also lead to increased stop/start traffic on an arterial route in and out of the city and is likely to increase congestion and pollution. The need for such a crossing is unclear given that pedestrians already going to Charterhouse already have a crossing and flyover to use on the London Road (and are likely to pass getting to Charterhouse). If a further crossing is required, a flyover would be the most appropriate solution and allow for the expeditious and convenient movement of vehicles and not increase pollution.</p> <p>There are many crossings in Coventry that have a 40pmh limit on the approach, it is unclear why a 30pmh limit is required due to a new crossing. On that rationale, every road with a crossing would be 30mph.</p>

	<p>Bus stops have always been located on the London Road and passengers exit onto the pavement, it is unclear how a 30mph limit will assist safety or what specific concern the Council is trying to address. Furthermore, the Council will be aware that there are large pavements on the London Road where it could install cycle lanes and bays for buses to pull into, this would be of greater benefit to road safety.</p> <p>These are very brief thoughts given the limit time available to respond to the consultation.</p>
<p>Response to Objection</p>	<p>The speed limit reduction is being proposed for a number of reasons, including the road characteristics and the high numbers of recorded injury collisions along its length.</p> <p>London Road has experienced 22 road traffic casualties over the last three-year period. This includes 2 serious collisions and 6 pedestrian collisions. Further investigations highlight a significant number of collisions were associated with inappropriate vehicular speeds.</p> <p>In terms of traffic flows, the speed limit reduction should not significantly affect the traffic flows, as 30mph will enhance driver behaviour and prevent road traffic collisions associated with driving at higher speeds. The reduction in collisions will enhance traffic flows.</p> <p>A speed limit reduction to 30mph will prevent excessive speeding and this will significantly reduce vehicle emissions relating to excessive acceleration and deceleration.</p> <p>Coventry City Council is committed to providing expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). This is why we are proposing to install an additional pedestrian facility on London Road to ensure all road users, including pedestrians, cyclists and other vulnerable footway users can manoeuvre across London Road as safely as possible.</p> <p>It is unfortunate that a pedestrian footbridge would not be financially feasible.</p>

Appendix C – Table of Letters of Support

<p>Support 1</p>	<p>I am writing in support of the 30mph speed limit on the London Road from Allard way junction to the city centre.</p> <p>Living on and travelling on the London Road, into the ring road, nearly ever day I see the speed at which a large percentage of the vehicles travel at.</p> <p>Some days even at 40mph it appears like I'm standing still as vehicles pass me on either side at excessive speed, depending on which lane I'm travelling in.</p> <p>However, without some kind on speed monitoring, changing the limit will have little effect on most of the drivers. Thus, the average speed cameras must also be part of the program.</p> <p>I feel if this is brought into place it will not only reduce pollution and noise in the area, but also improve pedestrian and bicycle safety.</p>
<p>Support 2</p>	<p>Hello, I am writing to tell you that living on the London Road, I agree with the proposed 30 mph speed limit on the London Road.</p> <p>However, it would need to be enforced with average speed camera's, otherwise road users will not obey the speed limit. I live opposite ASDA on the London Road. Many road users drive at excessive and dangerous speeds.</p>
<p>Support 3</p>	<p>Just reading the article ref reducing the speed limit on London road. Completely agree on doing this with or without the pedestrian crossing. In fact I would be looking to introduce a blanket 30mph speed limit on ALL MAJOR roads in the city AND 20mph on side roads!</p> <p>It's the only way to stop these idiots who continue to drive too fast with no consideration for anyone else. I've just returned from a holiday in Malta and they still have roadside signs saying " speed kills" perhaps we should reintroduce these as a reminder.</p> <p>What about "dummy" roadside police camera vans? Anyway as you can guess I'm all for taking this decision.</p>