

15th June 2020

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Colin Knight, Director of Transportation and Highways

Ward(s) affected:

Title: 2020/21 Local Safety Scheme Programme – New Average Speed Enforcement Routes

Is this a key decision?

No – although the matters within the report affect a number of wards in the city, it is not anticipated that the impact will be significant

Executive Summary:

Coventry City Council receives many requests for road 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 measures where vehicular speeds are deemed excessive.

Speeding vehicles continue to be a significant contributory factor in recorded personal injury collisions in Coventry. Although the overall collision 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 these high traffic volume routes. Both schemes were introduced in January 2019. Early indications revealed that since their introduction vehicle speeds and KSIs had reduced. Therefore, in March 2019, Cabinet approved the installation of two further ASE schemes. These ASE schemes have been operational on Binley Road and Henley Road since January 2020.

Extensions to two existing schemes were also approved in March 2019. The extension to the London Road ASE scheme (extension from Allard Way to City Centre) has been operational since April 2020 and the Ansty Road extension (from Clifford Bridge Road to City Boundary) will be the next ASE scheme to become operational in the next few months.

Every year a citywide review of personal injury collisions is undertaken and used to identify the Local Safety Scheme Programme. As part of this review an additional four potential ASE locations

have been identified. These include Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road), Bell Green Road (from its junction with A444 to its junction with Henley Road), Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road) and Sky Blue Way (from its junction with Lower Ford Street to its junction with A444). These locations have the highest number of KSIs based on the latest 3 year accident history rate.

The installation of new 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 new ASE schemes to be implemented on Longford Road, Bell Green Road, Burnaby Road & Sky Blue Way.
2. Subject to recommendation 1, approve the associated procurement process for ASE equipment is to be undertaken and approval is given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities)

List of Appendices included:

Appendix A – Location plan of new ASE locations

Background Papers

None

Other useful documents

Cabinet Report dated 6th March 2019

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

Cabinet Member for City Services report dated 9th September 2019

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

Cabinet Report dated 10th March

2020/21 Transportation and Highway Maintenance Capital Programme

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:

Report – 2020/21 Local Safety Scheme Programme – New Average Speed Enforcement routes

1. Context

- 1.1. Whilst the total number of personal injury collisions 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 March 2017 to 28th February 2020), a total of 378 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, personal injury 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.
- 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. To try to reduce personal injury collisions, the Council has introduced five ASE schemes on high traffic volume routes that have a high number of KSI's. These are on London Road (2), Ansty Road, Binley Road and Henley Road. The second London Road scheme (Allard Way to City Centre) became operational in April 2020. The sixth ASE scheme will be an extension to the Ansty Road scheme (Clifford Bridge Road to City boundary) and should become operational in in the coming months.
- 1.6. The ASE 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 resulting in casualties;
 - Speed surveys which indicate that speeding vehicles are an issue; and
 - Where there is no alternative realistic and appropriate engineering solution that can be installed to reduce collisions and vehicles exceeding the speed limit.
- 1.7. The three year period before the installation of ASE on London Road revealed a total of 22 injury collisions were recorded over a 3 year period. This included 3 fatalities and 6 serious personal injury collisions on the section from its junction with Allard Way to A46. Further analysis revealed that the vast majority of personal injury collisions were related to 'loss of control' and 'driver behaviour' relating to excessive speeds.
- 1.8. The London Road ASE project became operational in January 2019, to date there has been 3 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions resulted in one serious and two slights. The serious collision involved an

intoxicated pedestrian that entered London Road without looking. The two slight collisions involved driving without due care and were not related to speeding. Speeds have also been significantly reduced, particularly off-peak speeds.

- 1.9 The three year period before the installation of ASE on Ansty Road highlighted a total of 32 injury collisions. This included 2 fatalities and 5 serious personal injury collisions in the section from its junction with Dane Road and Clifford Bridge Road. Further analysis revealed that the vast majority of these collisions were related to ‘driver behaviour’ and ‘driving inappropriately’ relating to excessive speeds.
- 1.10 The Ansty Road ASE project became operational in January 2019 to date there has been only two personal injury collisions recorded since the ASE camera ‘go-live’ date. Analysis of the causation factors highlighted that one collision related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity and also involved a police vehicle. Both collisions were classified as slight in severity.
- 1.11 ASE was introduced on Binley Road and Henley Road in January 2020, and early indications show they are operating as expected. A more detailed review will be undertaken once we have at least 6 months data.
- 1.12 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 (31st October 2016 to 1st November 2019) include:
 - Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road)
 - Bell Green Road (from its junction with A444 to its junction with Henley Road)
 - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road); and
 - Sky Blue Way (from its junction with Lower Ford Street to its junction with A444).

These locations have the highest number of KSIs based on the latest 3 year accident history rate. Appendix A provides a plan highlighting the length of each of the proposed ASE locations.

The data-led case for ASE on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way

- 1.13 Contributory factors attributed to the collisions on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way included drivers travelling at excessive speeds and other associated driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below:

Table: Proposed 2020/21 ASE Schemes

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Longford Road	27	1	9
Bell Green Road	15	0	2
Burnaby Road	15	1	3
Sky Blue Way	15	0	3

- 1.14 In accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Longford Road, Bell Green

Road and Burnaby Road this financial year. Subject to available funding, Sky Blue Way will also be progressed, but may not be operational until next financial year 2021/22.

2. Options considered and recommended proposal

- 2.1. Based on the rise and severity of personal injury collisions and the evidence from ASE schemes installed in Coventry and elsewhere, it is recommended to progress the installation of Average Speed Enforcement on Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way to assist to reduce vehicular speeds and therefore reduce the severity of personal injury collisions if they do occur. 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, but consultation will commence once approval has been agreed.

4. Timetable for implementing this decision

- 4.1. If approved, it is hoped the 4 identified ASE projects will be installed in this financial year (2020/21).

5. Comments from Director of Finance and Director of Law and Governance

5.1. Financial implications

There is an approved capital budget of £300k in financial year 2020-21 for the implementation of average speed enforcement cameras and it is thought that the four new schemes identified can be delivered within this budget.

There are additional costs to the Council associated with operating and maintaining average speed cameras. Previous approvals for average speed enforcement schemes have been on the basis that the running costs of the equipment would be covered by a share of revenue from West Midlands Police. No revenue share has yet to be received so there is a risk that the running costs of existing and additional schemes are unbudgeted.

As such, it is expected that the running costs for existing and new schemes will be earmarked from the integrated transport block capital budget until revenue share from West Midlands Police is forthcoming.

The projected estimated running costs of existing and new average speed enforcement cameras are:

Financial Year Costs	2020-21 £000	2021-22 £000	2022-23 £000
Existing Schemes	20	25	32
Proposed Schemes	0	17	30
Total	20	42	62

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 processing of speed contraventions. The Back Office Equipment will 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 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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Place

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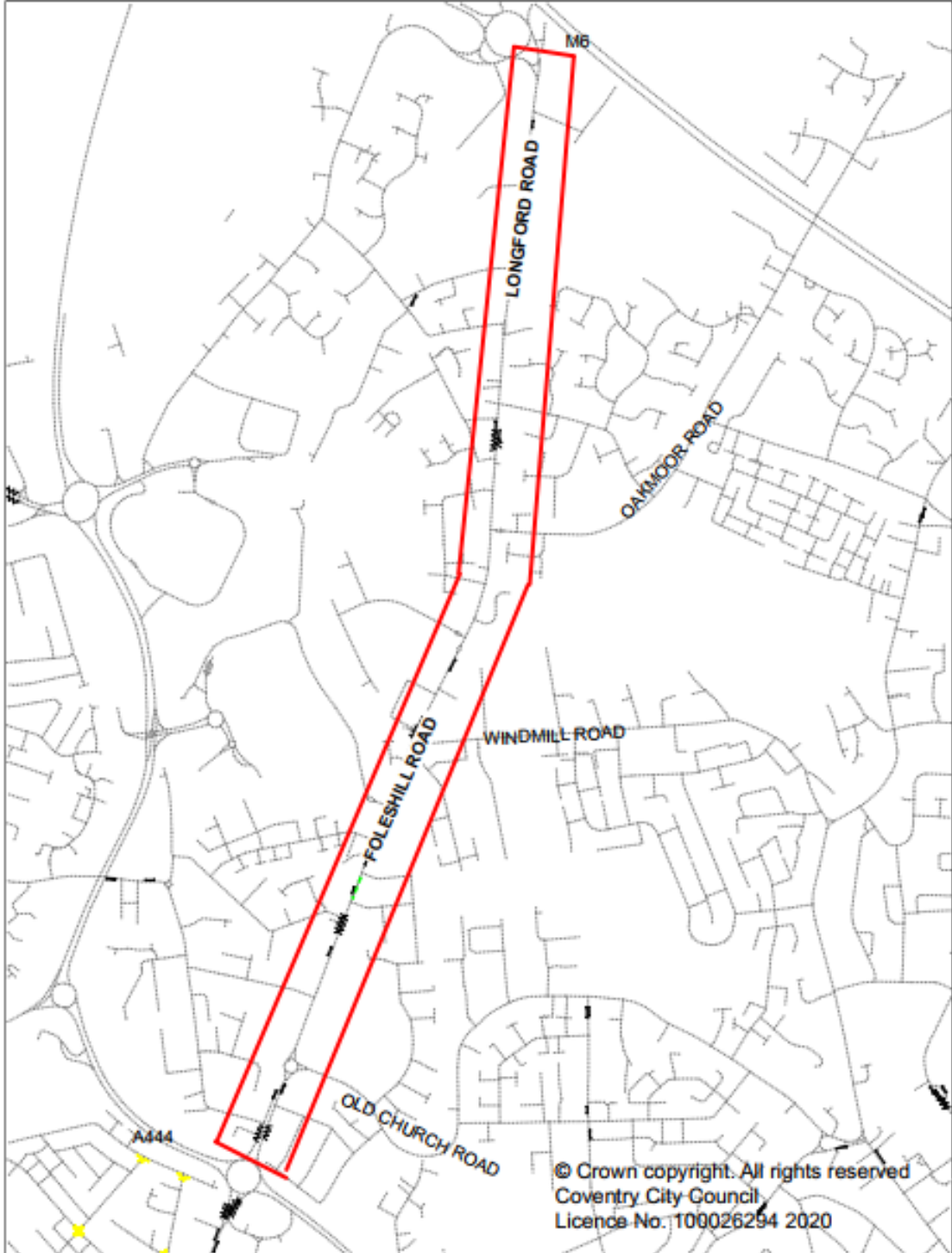
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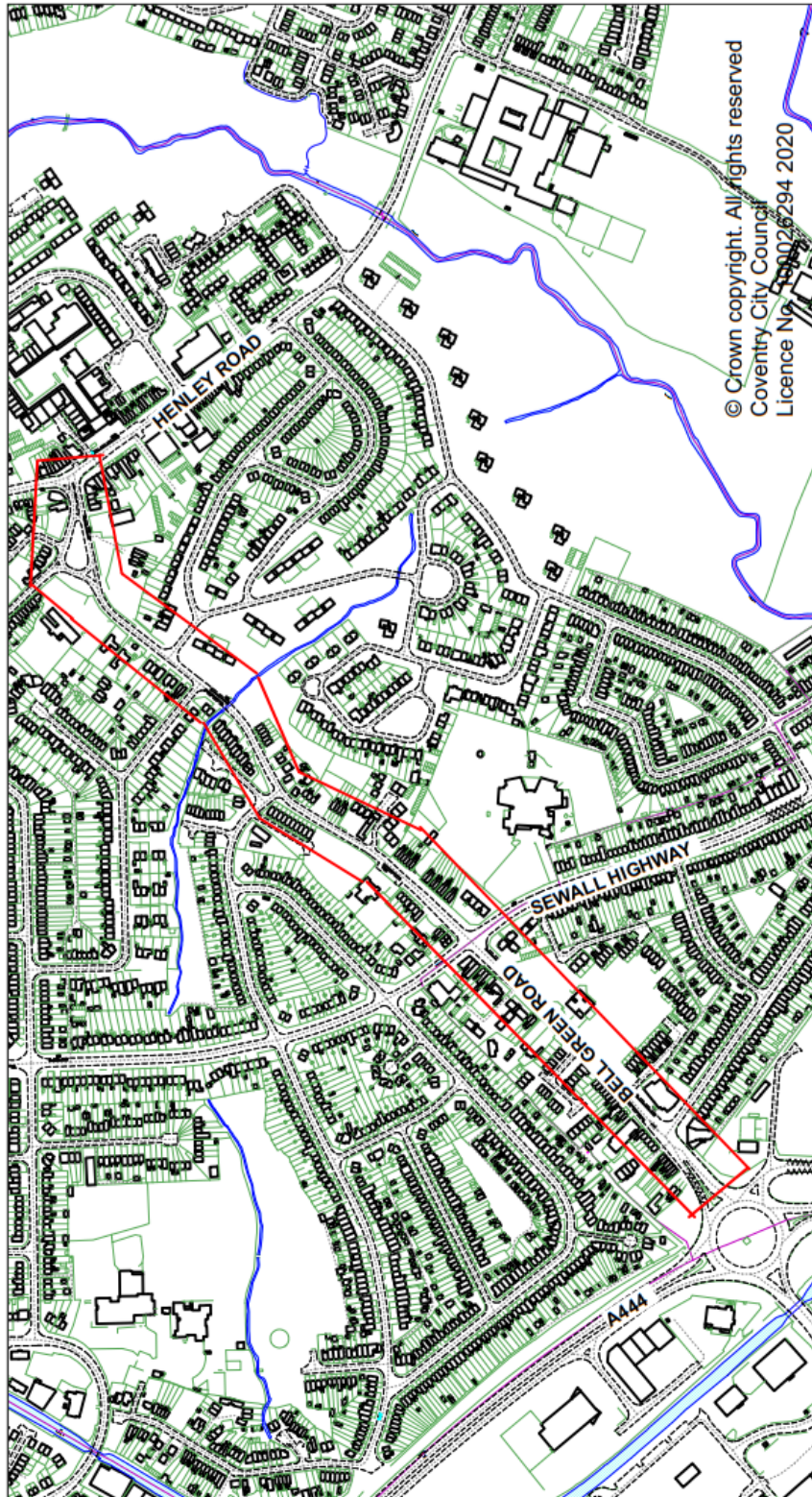
APPENDIX A –Location plan of new ASE locations


Longford Road



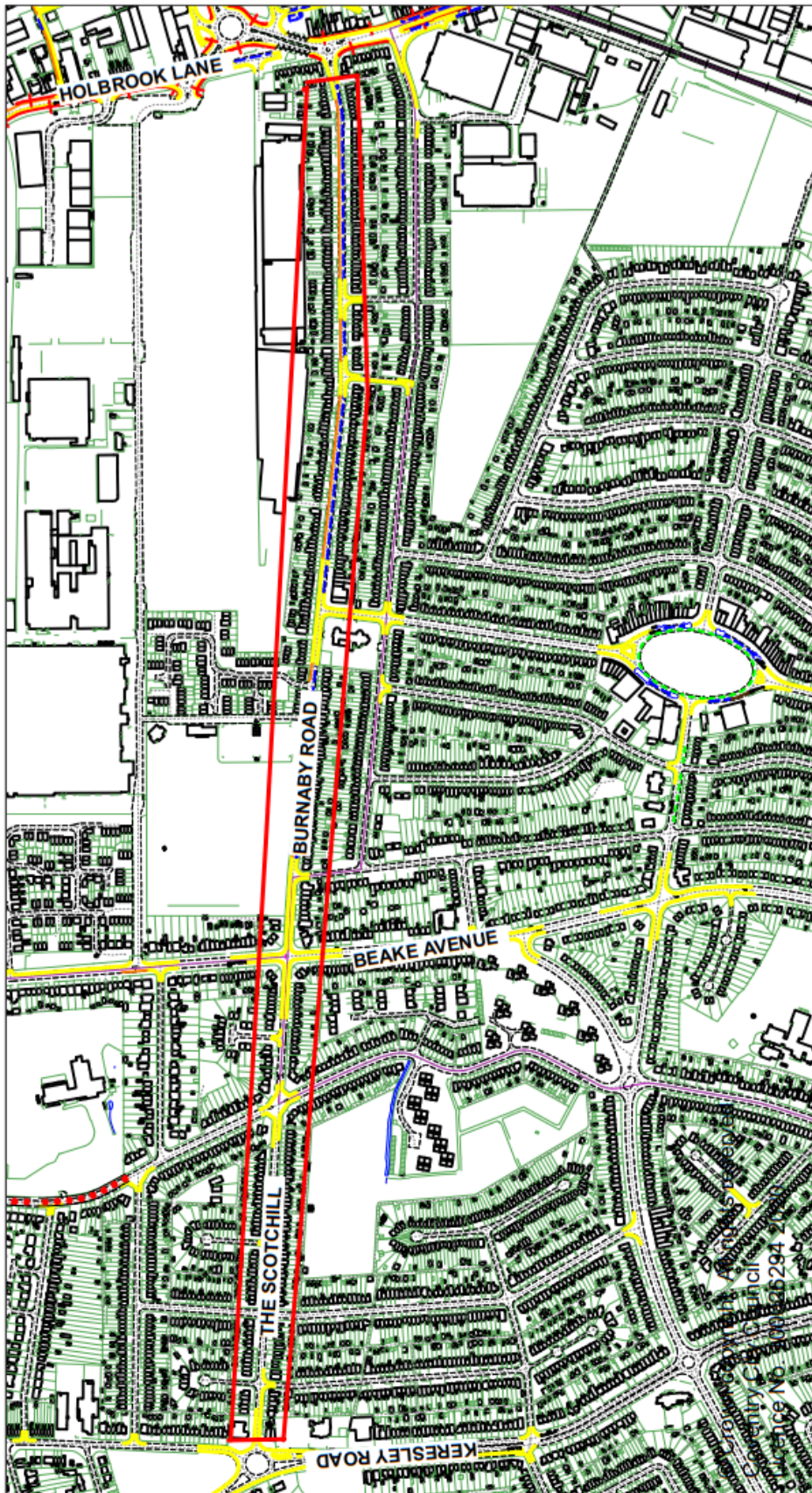
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		DATE	06/05/2020
		DRAWING NO.	
		DRAWN BY	

Bell Green Road



Bell Green Road	SCALE	1 : 5500
	DATE	06/05/2020
	DRAWING No.	
	DRAWN BY	
 Coventry City Council		

Burnaby Road

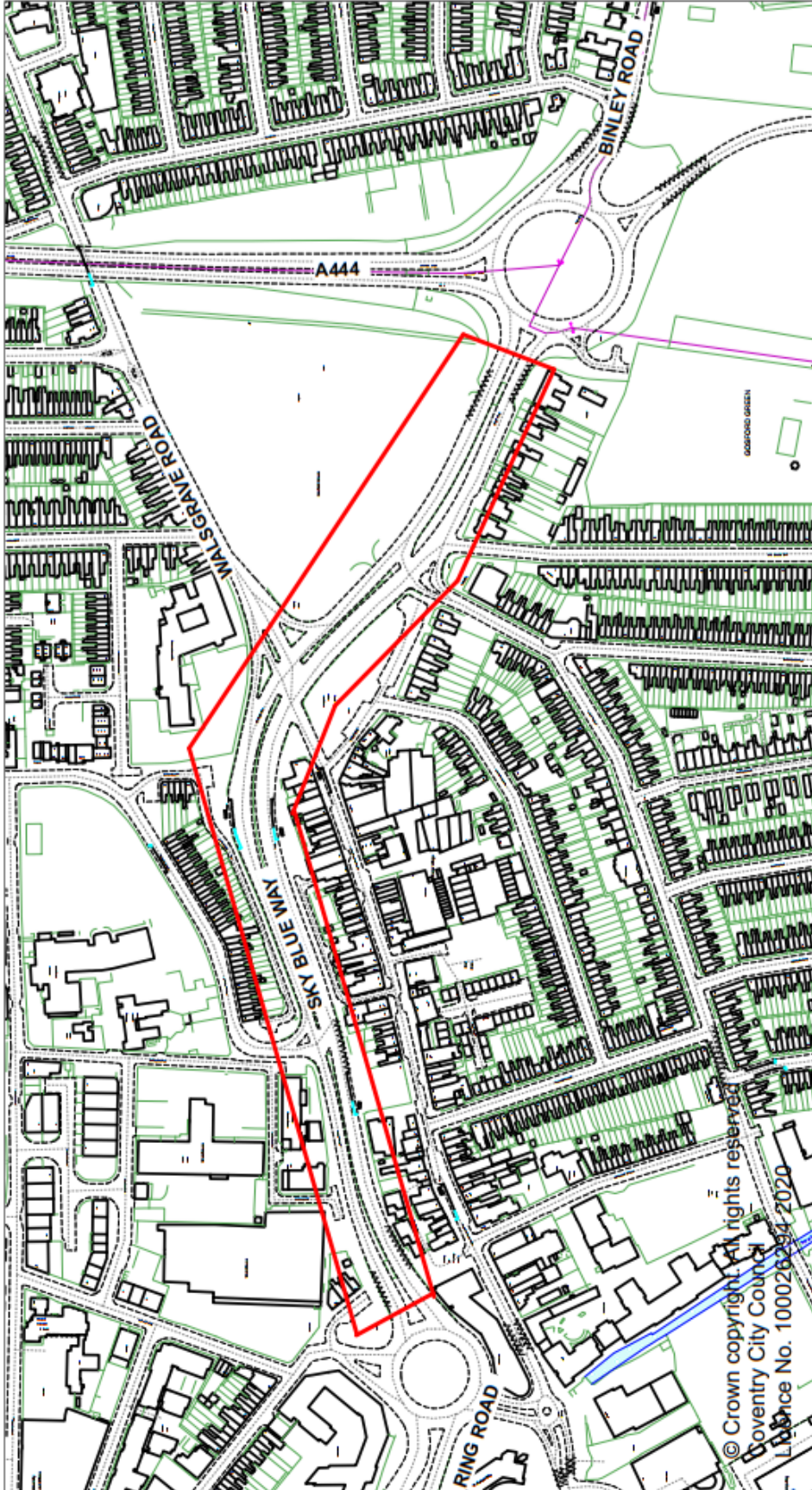


Burnaby Road

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Sky Blue Way

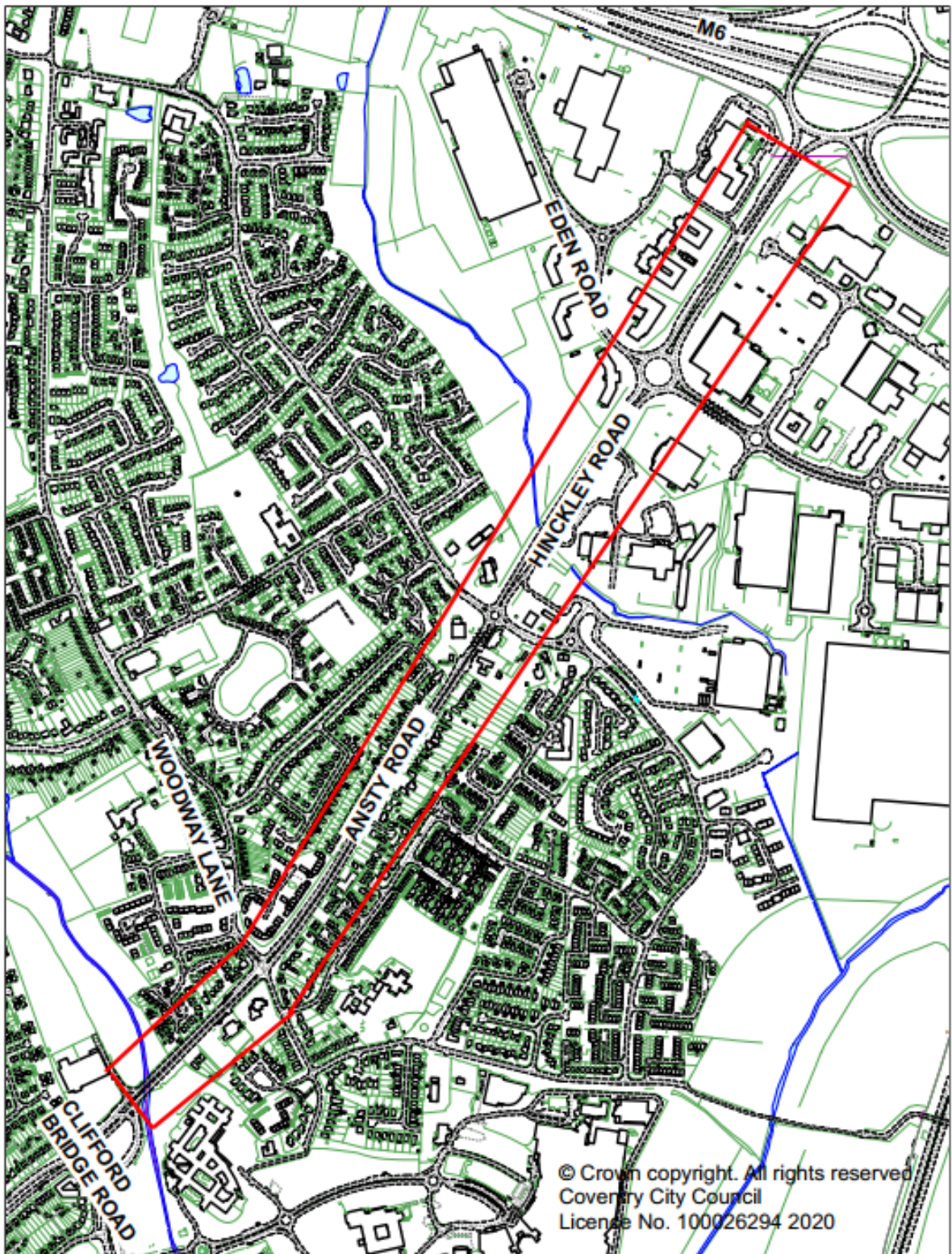


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DRAWN BY	

Sky Blue Way



Ansty Road (extension)



Ansty Road

SCALE	1 : 8000
DATE	06/05/2020
DRAWING NO.	
DRAWN BY	