

9<sup>th</sup> December 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:**

Foleshill

**Title: Report –2020/21 Local Safety Scheme Programme –Average Speed Enforcement Scheme, Foleshill Road**

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**Is this a key decision?**

No

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**Executive Summary:**

Coventry City Council receives many requests for road safety measures from residents and Members across the city concerned about inappropriate vehicular speed. This includes a significant number of petitions requesting road safety measures to address these concerns.

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. Both ASE projects were introduced in January 2019, and early results are very positive in terms of speed and casualty reduction.

As a result, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019. Binley Road and Henley Road have been operational since January 2020; the London Road extension has been operational since April 2020. Ansty Road extension (from Clifford Bridge Road to City Boundary) will be the next ASE scheme to become operational by March 2021.

In June 2020, following the early positive safety results of the existing schemes Cabinet Member for City Services approved four additional ASE schemes.

It is now also proposed, as part of the 2020/21 Local Safety Scheme Programme, to include a further ASE scheme on Foleshill Road; following consideration of the high number of accidents on Foleshill Road related to speeding vehicles,

The installation of the Foleshill Road ASE scheme 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 the implementation of an ASE scheme on Foleshill Road from its junction with the A444 to its junction with Harnall Lane West.
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 Foleshill Road ASE Scheme

**Background Papers**

None

**Other useful documents**

**Cabinet Report dated 6<sup>th</sup> March 2019**

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

**Cabinet Member for City Services report dated 9<sup>th</sup> September 2019**

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

**Cabinet Report dated 10<sup>th</sup> March 2020**

2020/21 Transportation and Highway Maintenance Capital Programme

**Cabinet Member for City Services report dated 15<sup>th</sup> June 2020**

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

**(the one detailing the ASE sites for approval)**

**Has it been or will it be considered by Scrutiny?**

The use of ASE was considered and approved at Scrutiny Board 4 on 28<sup>th</sup> February 2018, and Scrutiny will be updated on 17<sup>th</sup> December 2020

**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 –Average Speed Enforcement Scheme  
Foleshill Road****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 (1<sup>st</sup> March 2017 to 28<sup>th</sup> 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 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 schemes), Ansty Road, Binley Road and Henley Road.
- 1.6. A sixth ASE scheme, an extension to the Ansty Road scheme (Clifford Bridge Road to City boundary) will become operational in in the coming months.
- 1.7. 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 were classified (relating to injuries) as one serious and two slight. 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 In June 2020, Cabinet Member for City Services approved a further four ASE schemes at the following locations, as these locations have the highest number of KSIs based on the latest 3 year accident history rate.
  - 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).

The Longford and Bell Green Road ASE schemes each also include a short section of Old Church Road

The Sky Blue Way (from its junction with Lower Ford Street to its junction with A444) scheme has been delayed because of technical difficulties. This location will be reviewed again in the next financial year (2021/22).

### **The data-led case for ASE on Foleshill Road**

- 1.13 Contributory factors attributed to the collisions on Foleshill Road (A444 to Harnall Lane West) included vehicles travelling at excessive speeds and other factors associated with driving behaviour such as careless, reckless and aggressive driving. The number of personal injury collisions and their severity are highlighted in the table below and includes 7 KSI personal injury collisions.

**Table:** Proposed Foleshill Road ASE

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Foleshill Road (extents)	47	0	7

- 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 Foleshill Road ASE scheme this financial year. The other schemes highlighted (with the exception of Sky Blue Way) will also be progressed this financial year. Sky Blue Way will be reassessed in the 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 Foleshill Road 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,

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

- 4.1. If approved, the Foleshill Road ASE scheme will be installed 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 camera schemes, with the delay to the Sky Blue Way scheme it is considered that the other 3 approved schemes and the proposed Foleshill Road Scheme 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
<b>Total</b>	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

**Report author(s)****Name and job title:**

Joel Logue  
Highways, Traffic and Road Safety Engineer

**Directorate:**

Place

**Tel and email contact:**

Tel: 024 7683 2160

Email: [Joel.Logue@coventry.gov.uk](mailto:Joel.Logue@coventry.gov.uk)

Enquiries should be directed to the above person.

<b>Contributor/approver name</b>	<b>Title</b>	<b>Service</b>	<b>Date doc sent out</b>	<b>Date response received or approved</b>
<b>Contributors:</b>				
Greg Payne	Head of Traffic and Network Management		26.11.2020	30.11.2020
Rachel Goodyer	Traffic and Road Safety Manager		26.11.2020	26.11.2020
Caron Archer	Team Leader– Traffic Management		26.11.2020	26.11.2020
Michelle Salmon/Liz Knight	Governance Services Officer	Law and Governance	26.11.2020	30.11.2020
<b>Names of approvers: (officers and members)</b>				
Graham Clarke	Lead Accountant	Finance	26.11.2020	26.11.2020
Rob Parkes	Team Leader	Law and Governance	26.11.2020	26.11.2020
Councillor P Hetherton	Cabinet Member for City Services		26.11.2020	30.11.2020

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## APPENDIX A –Location plan Foleshill Road ASE

