



**To: Neighbourhoods and Communities Scrutiny Board (4) Date: 17<sup>th</sup> December 2020**

**Subject: Average Speed Enforcement (ASE) update**

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## **1 Purpose of the Report**

- 1.1 Coventry City Council receives many concerns from residents and Members across the city about inappropriate vehicular speed, and this includes a significant number of petitions requesting road safety measures. As the highway authority, we are responsible for setting speed limits on our local roads. West Midlands Police (WMP) are responsible for enforcing speed limits, and we collaborate to optimise speed limit compliance.
- 1.2 In line with our regional partners, Coventry City Council is committed to reducing the number of people killed or seriously injured (KSIs) on our road network by 40% over the next 10-year period (based on the 2015-2017 average).
- 1.3 Over the last 3-year period (30/10/2017 to 29/10/2020), a total of 1560 personal injury collisions occurred on Coventry's roads, and this resulted in 2043 casualties. In-depth analysis has revealed a significant number of personal injury collisions are attributed to inappropriate vehicular speeds.
- 1.4 This report explores the initial impact of the Average Speed Enforcement (ASE) projects in phase 1 of the ASE Programme, comprising London Road and Ansty Road, which have been operational for 23-months. Phase 2 comprising Henley Road and Binley Road were introduced in January 2020 and phase 3 which included London Road extension and Ansty Road extension. London Road extension became operational in April 2020 and Ansty Road will now become operational as part of the phase 4 ASE projects.
- 1.5 The Henley Road and Binley Road ASE have been installed for 11-months. This report presents an update on the available collision data and speed data. As the London Road Extension Scheme has only been installed since April 2020, the data on this scheme is limited. Although this report provides an early indication of the impact of ASE on installed schemes; a full three years' worth of data is required to indicate the long-term impact of the ASE project.
- 1.6 An evaluation of personal injury collisions and available vehicular speeds are considered to determine the impact of ASE on London Road and Ansty Road in the first 23 months of operation. The initial 11 months of data for the Henley Road and Binley Road ASE schemes will also be examined, including a review of the London Road (extension) ASE project. Early

indications of the schemes are very positive, and this includes a significant reduction in KSIs and vehicular speeds. The final section of the report explores forthcoming ASE projects (phase 4) that are currently going through the process for installation this financial year.

## **2 Information/Background**

- 2.1 Speeding continues to be a significant contributory factor in recorded personal injury collisions in Coventry. A total of 1560 personal injury collisions occurred on Coventry's road network over the last 3-year period, this resulted in 2043 casualties, of these casualties 333 people were killed or seriously injured (KSI). (27 fatalities and 306 seriously injured). Further analysis has revealed that a significant proportion of KSI's were attributed to drivers travelling at excessive speeds, careless and aggressive driving.
- 2.2 To assist in achieving a 40% reduction in KSI's over the next 10-year period, Coventry City Council has invested in innovative technology including ASE. We are also working with West Midlands Police with traditional speed enforcement techniques such as Mobile Camera Enforcement and Community Speedwatch.
- 2.3 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.
- 2.4 Although the primary purpose of ASE is speed compliance and consequent accident reduction, other benefits include minimising air pollution. ASE encourages vehicles to travel at a constant speed and this reduces the negative environmental effects associated with vehicles accelerating and braking excessively.
- 2.5 Baseline traffic speed and personal injury collision data was collected before and after the installation of the ASE schemes to provide an indication to the changes to driver behaviour. The data contained in this report is for evaluation purposes and not to definitively gauge the ASE project a success or not. The data used is based on the limited data available, and best practice for road safety analysis usually takes into account a minimum three-year period of road traffic injury collisions (RTCs) data. The data is regularly reviewed.

## **3 Review of Phase 1 ASE Programme – London Road and Ansty Road**

### **Ansty Road ASE Project**

- 3.1 Over a 3-year period before the installation of ASE, **Ansty Road experienced 32 injury collisions, including 2 fatalities and 5 serious** personal injury collisions 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.
- 3.2 The Ansty Road ASE project became operational in January 2019 to date there has been three personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the

causation factors highlighted that one of the collisions related to a vehicle entering Ansty Road from Hocking Road without due care and attention. The second collision was relating to criminal activity involving a police vehicle. The third collision was related to driver entering Ansty Road from Wyken Croft without due care and attention. All collisions were classified as slight in severity and there were no KSIs since the introduction of ASE.

### Initial Personal Injury Collision (PIC) Review (Ansty Road)

<b>3-year PIC 'before' ASE</b>	<b>23 months after ASE installation  (Jan 2019 to December 2020)</b>
32 personal injury collisions  Fatal: 2 Serious: 5 Slight: 25	Total (3)  Fatal: 0 Serious: 0 Slight: 3  (none relating to speed)

- 3.3 Speed data collected before the implementation of the ASE projects reveal that daytime 85th percentile speeds fluctuate between 40mph and 45mph. However, off peak 85th percentile speeds before the installation of the ASE cameras, fluctuated between 45mph and 50mph. The highest recorded 85<sup>th</sup> percentile recorded off-peak was 64mph.

### Initial Speed Data Review

<b>Ansty Road</b>	<b>Speed Limit (mph)</b>	<b>85th percentile speeds before ASE*</b>	<b>85th percentile speeds after ASE*</b>
<b>Eastbound</b>	<b>40</b>	<b>59</b>	<b>34</b>
<b>Westbound</b>	<b>40</b>	<b>57</b>	<b>35</b>

\*highest off-peak 85<sup>th</sup> percentile segment over 7-day survey

- 3.4 As highlighted in the above table, the off peak 85<sup>th</sup> percentile speed has significantly reduced on Ansty Road after the implementation of the ASE project. Between the period 2 January 2019 and December 2020, a total of 2219 drivers were referred to WMP's central ticketing office (CTO) for prosecution.
- 3.5 Although the Ansty Road ASE project has only been operational for a short time, the above figures are very encouraging. Initial indication from speed and collision data is very positive over the initial 23-month review.

### London Road ASE Project (Allard Way to A46)

- 3.6 Over a 3-year period, London Road experienced **22 injury collisions, including 3 fatalities and 6 serious personal injury collisions 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.
- 3.7 The London Road ASE project became operational in January 2019 to date there has been 7 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions resulted in two serious and five slights. Of the serious collisions, data revealed that the causation factors were not speed related. The first serious collision involved an 'intoxicated' pedestrian that entered the highway without due care and attention. The second serious collision also involved a pedestrian that stepped into the highway environment without due care.

<b>3-year PIC 'before' ASE</b>	<b>23-month after ASE installation (Jan 2019 to December 2020)</b>
22 personal injury collisions	Total (7)
Fatal: 3	Fatal: 0
Serious: 6	Serious: 2
Slight: 13	Slight: 5

### Initial Speed Data Review

<b>London Road</b>	<b>Speed Limit (mph)</b>	<b>*85%ile Speed before 'go-live'</b>	<b>85%ile Speed after 'go-live'</b>
<b>Northbound</b>	<b>40</b>	<b>57</b>	<b>35</b>
<b>Southbound</b>	<b>40</b>	<b>59</b>	<b>34</b>

\*highest off-peak 85<sup>th</sup> percentile segment over 7-day survey

- 3.8 As highlighted in the above table, the 85<sup>th</sup> percentile speed has reduced on London Road after the implementation of the ASE project. Between the period 2 January 2019 and December 2020, a total of 2928 drivers were referred to WMP's central ticketing office (CTO) for prosecution.
- 3.9 Although the London Road ASE project has only been operational for a short time, the above figures are very encouraging. Initial outputs from speed and collision data are very positive over the initial 23-month review.
- 4.0 **Review of Phase 2 ASE Programme – Binley Road and Henley Road**

#### **Binley Road ASE**

- 4.1 Over the three year period (1<sup>st</sup> June 2016 to 31<sup>st</sup> May 2019), Binley Road (from its junction with A444 Road to its junction with Brinklow Road) has experienced **33 personal injury collisions, resulting in 3 fatalities and 5 serious personal injuries.**
- 4.2 Contributory factors attributed to the accidents included careless, reckless and aggressive driving. The majority of accidents were related to inappropriate speeds. Further analysis revealed that most accidents occurred sporadically along the length of Binley Road, however a number were concentrated at side roads including Brays Lane, Stoke Green, Allard Way and Church Lane. There were a significant number of collisions on Binley Road during the 3-year period that related to vulnerable road users being involved on Binley Road, venerable road users are classed as pedestrians and cyclists.
- 4.3 Since the go-live date (January 2020) 3857 drivers have been referred to WMP’s central ticketing office (CTO) for prosecution.

**Initial Personal Injury Collision (PIC) Review – Binley Road**

<b>3-year PIC 'before' ASE</b>	<b>11 months after ASE installation  (Jan 2019 to December 2020)</b>
33 personal injury collisions  Fatal: 3 Serious: 5 Slight: 25	Total (1)  Fatal: 0 Serious: 1 Slight: 0  (none relating to speed)

The single personal injury collision was related to a vehicle making an illegal manoeuvre and colliding with another vehicle.

**Initial Speed Data Review**

<b>Binley Road</b>	<b>Speed Limit (mph)</b>	<b>*85%ile Speed before 'go-live'</b>	<b>85%ile Speed after 'go-live'</b>
<b>Eastbound</b>	<b>30</b>	<b>37</b>	<b>28</b>
<b>Westbound</b>	<b>30</b>	<b>36</b>	<b>27</b>

## Henley Road ASE

- 4.4 Henley Road/ Hall Green Lane (from its junction with Woodway Lane to Almond Tree Avenue) has experienced **30 personal injury collisions, resulting in 2 fatal and 10 serious injuries over a three-year period.**
- 4.5 Further analysis reveals that a significant number of collisions occurred at the junction of Henley Road and Roseberry Avenue. The data looks like drivers may be increasing speeds on the approach to get through the signals on green, and not leaving sufficient time to slow down when the lights change. There are also a significant number of pedestrian collisions 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.
- 4.6 Since the go-live date (January 2020) 6031 drivers have been referred to WMP's central ticketing office (CTO) for prosecution.

### Initial Personal Injury Collision (PIC) Review – Henley Road

<b>3-year PIC 'before' ASE</b>	<b>11 months after ASE installation  (Jan 2019 to December 2020)</b>
30 personal injury collisions  Fatal: 2 Serious: 10 Slight: 18	Total (3)  Fatal: 0 Serious: 1 Slight: 2  (none relating to speed)

Further analysis has revealed that one collision related to a domestic incident, and the second collision related to a vehicle striking an ambulance. The serious collision was caused by a vehicle not stopping at the red light signals.

### Initial Speed Data Review

<b>Henley Road</b>	<b>Speed Limit (mph)</b>	<b>*85%ile Speed before 'go-live'</b>	<b>85%ile Speed after 'go-live'</b>
<b>Eastbound</b>	<b>30</b>	<b>36</b>	<b>28</b>
<b>Westbound</b>	<b>30</b>	<b>37</b>	<b>27</b>

## 5.0 Review of Phase 2 ASE Programme – Binley Road and Henley Road

### London Road Extension (from Allard Way to City Ring road)

- 5.1 Although the overall accident trend in the city is going down, our analysis of collision data shows that speed is a common factor in injury accidents on London Road between Allard Way and the Ring Road. Over the last three years there have been 22 recorded injury accidents on this section of London Road - with many happening at junctions with side roads.
- 5.2 This scheme became operational in April 2020. Since the go-live date (April 2020) 5217 drivers have been referred to WMP's central ticketing office (CTO) for prosecution.

#### Initial Speed Data Review

London Road (extension)	Speed Limit (mph) Before speed limit change	*85%ile Speed before 'go-live'	85%ile Speed after 'go-live'
Northbound	40	46	28
Southbound	40	44	27

### Ansty Road Extension (including Hinckley Road)

- 5.3 Our continued analysis of data shows that speed is also a common factor in injury collisions on Ansty Road and Hinckley Road between Clifford Bridge Road and Coventry's boundary. Over the last three years there have been 14 recorded injury collisions on this section of Road, with many happening because of excessive speeding. This includes 3 serious and 11 slight personal injury collisions.
- 5.4 Ansty Road extension including Hinckley Road to the boundary will become operational as part of the phase 4 ASE programme in early 2021.

## 6.0 Phase 4 ASE Programme

- 6.1 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 collision history rate.
- Longford Road and part of Foleshill Road and Bedworth Road (from its junction with A444 to Ibstock Road) and part of Old Church Road
  - Bell Green Road (from its junction with A444 to its junction with Henley Road) and part of Old Church Road
  - Burnaby Road and The Scotchill (from its junction with Lockhurst Lane to its junction with Keresley Green Road);
- 6.2 Foleshill Road is currently being examined for the installation of ASE. This location has 47 personal injury collisions over the last 3-year period.

## **7 Funding Streams – Local Safety Scheme 2020/21**

- 7.1 The 2020/21 Local Safety Scheme budget is approximately 300k. As part of this budget allocation, there is funding for the phase 4 ASE schemes as identified.
- 7.2 As part of the West Midlands Devolution Deal, HM Government agreed to devolve a consolidated local transport budget and provide a multi-year transport funding settlement, which will come under the control of the West Midlands Combined Authority Elected Mayor when they take office. This devolved transport grant forms part of the single pot. The devolved transport element of the pot is made up of the following funding streams and paid to the Combined Authority, with a firm commitment for the period until 2021/22:
- Integrated Transport Block (ITB)
  - Highways Maintenance Block (not including PFI)
  - Highways Maintenance Incentive Funding

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