

Cabinet Member for City Services

14 April 2021

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

Binley & Willenhall

Title:

Objection to Proposed Speed Limit Reduction – Princethorpe Way, Quorn Way & Bredon Avenue Area

Is this a key decision?

No

Executive Summary:

On 25th March 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city and to recommendations made by a Task and Finish Group established by Public Services, Energy and Environment Scrutiny Board (4) to consider how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process, taking into consideration requests from the community.

The Quorn Way Area 20mph speed limit was installed in 2002 and extended further along Princethorpe Way in 2010. However, the 20mph section on Quorn Way does not have the necessary signage. It is therefore proposed to install the required entry signage to encourage slower driving behaviour. In addition, it is proposed to extend the 20mph area to include part of Bredon Avenue, as residents have previously raised concerns about vehicular speeds and this will assist to achieve the aspiration to become a safer speed city.

On 18th February 2021, a Traffic Regulation Order (TRO) was advertised proposing to extend the existing 20mph speed limit on Princethorpe Way, Quorn Way and associated side roads to include part of Bredon Avenue and the side roads abutting it, to improve road safety. The speed limit reduction will also assist to improve the safety of vulnerable road users, in particular pedestrians.

One objection was received. In accordance with the City Council's procedure for dealing with objections to Traffic Regulation Orders (which are used to install 20mph speed limits) 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 objection to the proposed 20mph speed limit extension;
2. Subject to recommendation 1, approve the implementation of the City of Coventry (Princethorpe Way, Quorn Way & Bredon Avenue Area) (20mph Zone & Consolidation) Order 2021

List of Appendices included:

Appendix A – Plan of Princethorpe Way, Quorn Way & Bredon Avenue Area showing area of proposed speed limit reduction

Appendix B – Summary of objection and response

Background Papers

None

Other useful documents:

Cabinet Member (Public Services) Report

Date: 2 September 2014. Title Prioritisation of 20mph zones and 20mph speed limits

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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: Objection to Proposed Speed Limit Reduction – Princethorpe Way, Quorn Way & Bredon Avenue Area

1. Context (or background)

- 1.1 On 25th March 2014 the Cabinet Member for Public Services committed to the aspiration that Coventry becomes a 20mph city and to recommendations made by a Task and Finish Group established by Public Services, Energy and Environment Scrutiny Board (4) to consider how to assess and prioritise requests for 20mph zones and 20mph limits outside of the safety scheme process, taking into consideration requests from the community.
- 1.2 The Quorn Way Area 20mph speed limit was installed in 2002 and extended further along Princethorpe Way in 2010. However, the 20mph section on Quorn Way does not have the necessary signage. It is therefore proposed to install the required entry signage to encourage slower driving behaviour. In addition, it is proposed to extend the 20mph area to include part of Bredon Avenue, as residents have previously raised concerns about vehicular speeds and this will assist to achieve the aspiration to become a safer speed city.
- 1.4 On 18th February 2021, a Traffic Regulation Order (TRO) was advertised proposing to extend the existing 20mph speed limit on Princethorpe Way, Quorn Way and associated side roads to include part of & Bredon Avenue and side roads abutting it. The general effect of this proposal will be to increase the existing 20mph speed limit area to improve road safety. The speed limit reduction will also assist to improve the safety of vulnerable road users, in particular pedestrians.
- 1.5 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 18th February 2021, advising that any formal objections should be made in writing by 11th March 2021.

2. Options considered and recommended proposal

- 2.1 One objection was received. A summary of the objection to the proposal and responses to the issues raised are summarised in the table in Appendix B.
- 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 as the area is a self-contained network of residential roads, many of which already have existing traffic calming features together with natural road bends and narrowings, which will help keep speeds low (see Appendix A – location plan). Additionally, reducing speeds to 20mph can have a wide range of benefits for the community, including encouraging cycling and walking, because of the calmer environment for ‘vulnerable’ road users. A reduction in speeds can prevent collisions and can also reduce the severity of injuries sustained in collisions that do occur. A pedestrian is likely to suffer slight injuries if struck by a vehicle travelling at 20mph. However, at 30mph they are likely to be severely injured, and at 40mph or above, they are likely to be killed. It is considered that the proposed 20mph speed limit will assist in improving safety for all road users, including pedestrians and other vulnerable road users.
- 2.4 **Option ii)** is not recommended as this area historical experienced a relatively high number of personal injury collisions. The high collision rate makes this area a priority for a 20mph zone, when compared to other areas within the city.

2.5 The objection received, is not against the proposal to reduce the speed limit in the area proposed in the TRO, but is due to the objector's belief that that 20mph speed limits should be made across the city in one action.

3. Results of consultation undertaken

3.1 The proposed TRO for the speed limit reduction was advertised in the Coventry Telegraph on 18th February 2021. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 11th March 2021. One objection was received.

3.2 Appendix B details a summary of the objection received. Copies of the content of the objection can be made available on request.

4. Timetable for implementing this decision

4.1 If the recommendation is approved, it proposed to make the TRO operational by the end of May 2021.

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

5.1 Financial implications

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.

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 or objections received. In the event that representations and/or objections 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 the Council Plan

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 road is safer 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

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

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Place

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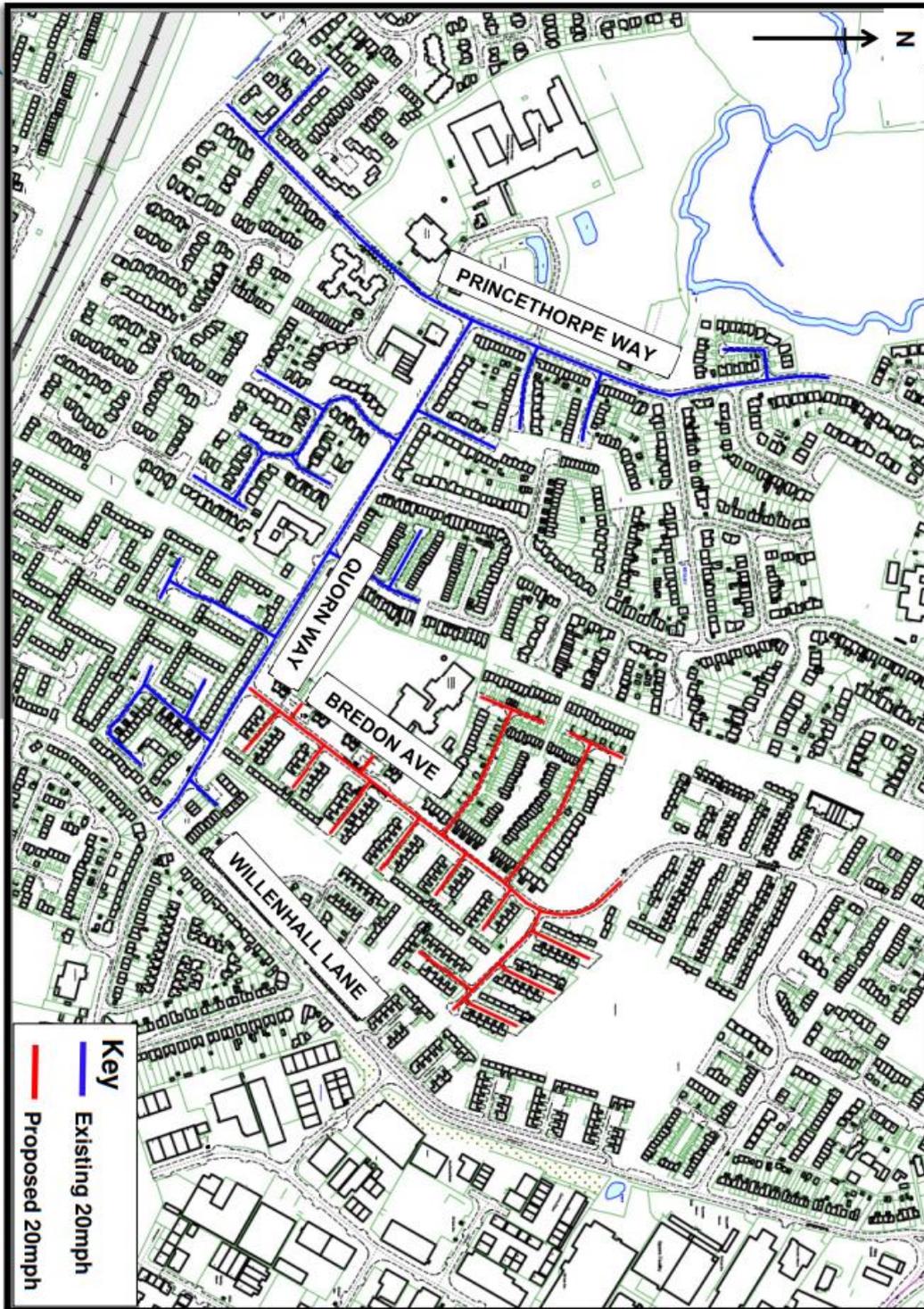
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Enquiries should be directed to the above person.

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



Location Plan – Proposed 20mph Zone Extension
Princethorpe Way, Quorn Way & Bredon Avenue Area

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Appendix B – Table of Objections to the speed limit reduction

Objection	<p>I object to this TRO on the grounds that it should no longer be necessary to make these orders on a piecemeal basis.</p> <p>The council approved a default speed limit of 20 mph throughout the city back in 2014.</p> <p>It is now 7 years since this measure was approved.</p> <p>The city must instead make every non-arterial road 20mph, and then consult on the exceptions, not the other way round.</p>
Response to Objection	<p>The Council has a finite budget allocated to road safety interventions such as 20mph speed limits, and therefore, we are unable to install the reduced speed limits across the city in one Traffic Regulation Order. Although we are unable to install a blanket 20mph speed limit, the Council is working through the 'prioritisation' list and this includes extending the Princethorpe Way and Quorn Way 20mph speed limit, so it includes & Bredon Avenue and sideroads as highlighted.</p> <p>The Council has a finite budget allocated to road safety interventions such as 20mph speed limits, and therefore, we are unable to install the reduced speed limits across the city in one Traffic Regulation Order. We are however continuing to install 20mph limits as part of individual schemes.</p>