

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, Cheylesmore

Title:

Objection 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 21st January 2021, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph on that section from Allard Way to its junction with A45, Toll Bar Island to improve road safety. The reduction in speed limit will also assist to improve the safety of vulnerable road users, in particular pedestrians.

The road safety problems faced by vulnerable road users on London Road have been highlighted to the Council by residents and Local Councillors for many years. Average Speed Enforcement Cameras were installed in January 2019 to try to improve safety and reduce personal injury collisions. Since their introduction injury collisions have reduced and speed compliance has increased. However, London Road would be even safer if the speed limit was reduced to 30mph.

One objection and 4 emails in 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 objection to the proposed 30mph speed limit;
2. Subject to recommendation 1, approve the implementation of the City of Coventry (London Road) (40mph Speed Limit & Revocation) Order 2021

List of Appendices included:

Appendix A – Plan of London Road showing area of proposed speed limit reduction

Appendix B – Summary of objection and response

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 Ansty Road extensions)

Cabinet Report - New Average Speed Enforcement routes as part of 2018/19 Local Safety Scheme Programme – London Road and Ansty Road

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 21st January 2021, a Traffic Regulation Order (TRO) was advertised proposing to reduce the speed limit on London Road from 40mph to 30mph on that section from a point 9 metres south east of its junction with Allard Way to its junction with A45 (Toll Bar Island). The objective is to make this section of London Road safer for all road users.
- 1.2 The speed limit on the rest of London Road, apart from on a short length in the vicinity of the Ring Road, was reduced from 40mph to 30mph on 9th March 2020. Making all of London Road the same speed limit will ensure consistency and improve road safety for its entire length.
- 1.3 The reduction in speed limit is in response to historical and recent road safety concerns from residents and Local Councillors associated with difficulties experienced by vulnerable road users, and in particular pedestrians attempting to cross London Road. Large sections of London Road from its junction of Allard Way to its junction with St James Lane have four running lanes (two lanes in each direction) and this makes it difficult for pedestrians who try to cross the road with the current speed limit of 40mph.
- 1.4 Reducing the speed limit to 30mph would ensure vulnerable road users such as pedestrians (including elderly pedestrians) can manoeuvre across London Road more safely. The existing Average Speed Enforcement Cameras will be re-calibrated to optimise speed compliance. Crossing a road with a 30mph speed limit is significantly safer for pedestrians than crossing a road with a 40mph speed limit. A lower speed limit, therefore lower traffic speeds, results in additional time for pedestrians and other vulnerable road users cross a road, collision severity is also a factor of speed. However, it should be noted that pedestrian should always find a safe place to cross.
- 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 21st January 2021, advising that any formal objections should be made in writing by 11th February 2021.

2. Options considered and recommended proposal

- 2.1 One objection and 4 emails of support were 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 because of the road characteristics and road safety hazards associated with vulnerable road users manoeuvring across four lanes of traffic (two lanes in each direction) on a 40mph speed limit road. In addition, junctions and accesses significantly increase the road safety risks on 40mph speed limit roads and there are a number these along London Road. A speed limit reduction will make this section of London Road safer for all road users and provide a consistent speed limit on the entire length of London Road.
- 2.4 **Option ii)** is not recommended as this section of London Road has experienced historical personal injury collisions. The Average Speed Camera scheme introduced on January 2019 has reduced personal injury collisions and increased speed compliance, however road safety hazards related to vulnerable road users and the 40mph speed limit still exist.

- 2.5 The emails of support were received from 4 local ward Councillors.
- 2.6 The objection received highlighted numerous concerns including, the existing speed limit (40mph) is currently enforced by average speed cameras and therefore why it is necessary to legally change the speed limit to 30mph. In addition, the objection states that by reducing the speed limit, more drivers will get a fine or points on their license. A summary of the objection and response 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 21st January 2021. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 11th February 2021. One objection and 4 emails of support were 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. If representations 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)

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Place

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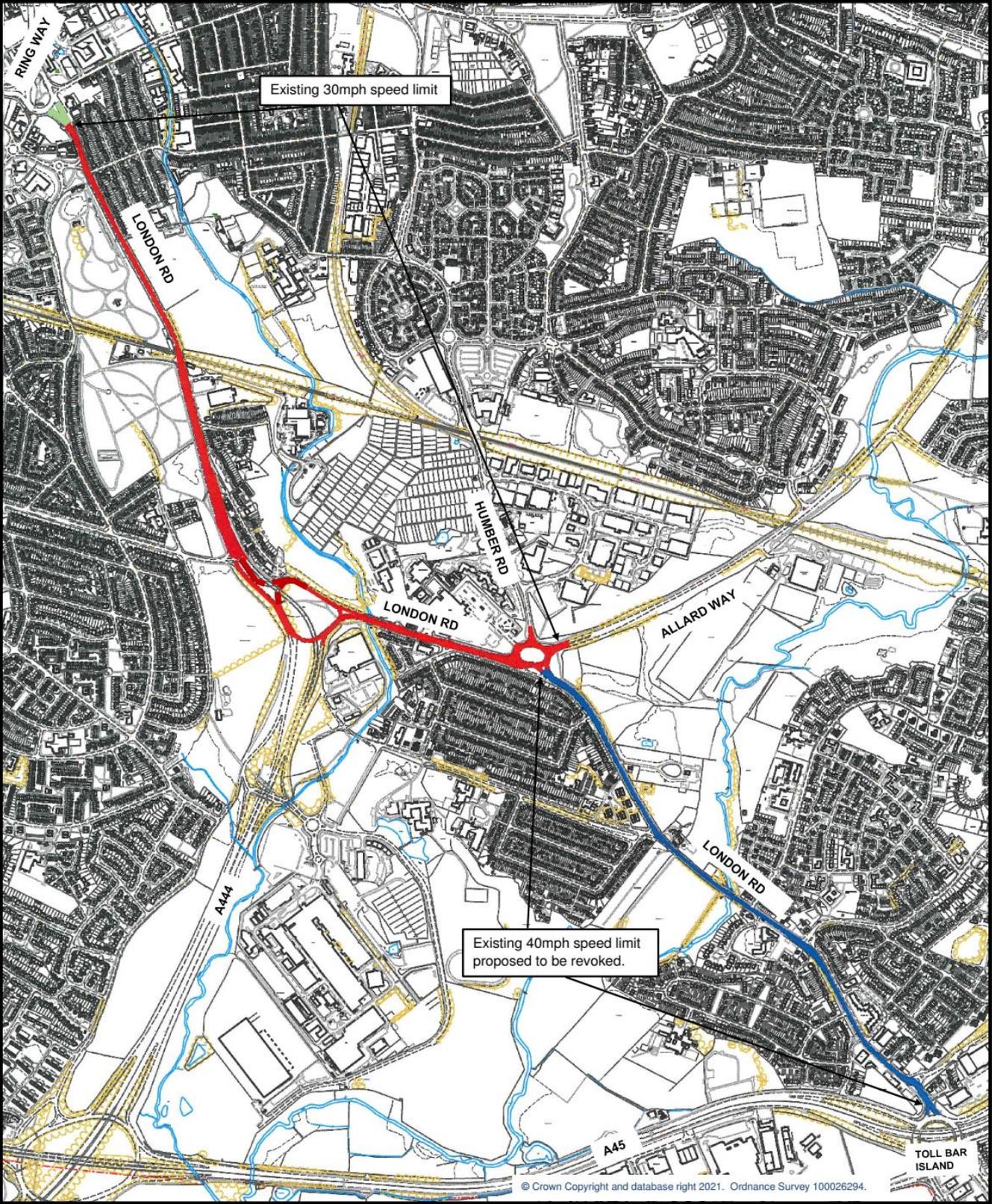
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Enquiries should be directed to the above person.

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



KEY

- Existing 30mph limit
- Existing 40mph limit proposed to be revoked (to become 30mph)
- Existing 40mph limit to remain

Appendix B – Table of Objections to the speed limit reduction

<p>Objection</p>	<p>You advise that the average speed is now 28.2mph northbound and 30mph southbound, so why change the speed limit. The driver will have to go under 30mph to stay on the safe side so will be doing 20mph on the London Road</p> <p>There are lots of things to calm traffic, from Toll Bar there are markings to push you into single traffic. There is the island at Airport Shopping then there is a crossing by garages [objector details features and their location along the length of London Road where the speed limit proposed to be reduced including: bus stops, 'bollarded' crossing, traffic signals, Average Speed Cameras, signalised crossing, road markings]</p> <p>By changing the speed limit to 30mph you will make more safe drivers either get points and fines or you will have to drive about 20mph.</p> <p>Why are you killing my city and making people criminals. Don't forget this is the London Road not a side street.</p>
<p>Response to Objection</p>	<p>Setting speed limits at the appropriate level for the road, and ensuring compliance with these limits, play a key part in ensuring greater safety for all road users.</p> <p>There is a direct relationship between speed and likelihood of collision and the severity of collisions when they occur. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5%.</p> <p>For typical types of road traffic collisions the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.</p> <p>London Road has a history of personal injury collisions relating to speed, and therefore a reduction in the speed limit would reduce the number of collisions and the severity of personal injury if collisions do occur. This will achieve a 'safe' distribution of speeds.</p> <p>The collisions that occurred on London Road also occurred at junctions along its length, and therefore the number of junctions along London Road justifies lowering the speed limit to 30mph.</p> <p>It is important to be 'realistic' when setting speed limits, particularly on major routes such as London Road. The mean speed and 85% percentile speeds demonstrate that vehicles are travelling close to the proposed speed limit of 30mph currently, and therefore, the reduction of speed to 30mph is justified and realistic. The Average Speed Enforcement cameras will optimise speed compliance making its safer for all road users.</p>