

Cabinet Member for City Services

20 October 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:

Longford & Foleshill

Title:

Objections to Proposed Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street.

Is this a key decision?

No

Executive Summary:

The Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street Local Safety Scheme is proposed as part of our annual programme of road safety measures, aimed at reducing personal injury collisions and making the roads highlighted safer for all road users.

Over the last few years, the Council has received many concerns from local residents about speeding vehicles on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. An examination of the personal injury collision rate in this area revealed a total of 11 collisions, and this included 2 serious injury collisions. The majority of causation factors were attributed to speeding vehicles.

In February 2021, residents were consulted on a possible Local Safety Scheme on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and raised junctions. Although the majority of responses (65%) supported the proposed measures, some residents did not favour the measures or the reduction in speed limit.

The proposed Traffic Regulation Order (TRO) to make Old Church Road a 20mph and the Notice of Intent (NOI) to install traffic calming measures were advertised on 9th September 2021, which commenced a 21-day statutory objection period. Eight objections and one letter of support 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 Local Safety Scheme, if approved, will be funded from the Integrated Transport Budget (ITB).

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the 20mph speed limit and traffic calming measures;
2. Subject to recommendation 1, approve the implementation of the 20mph speed limit and installation of speed cushions and raised junctions (Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street Local Safety Scheme).

List of Appendices included:

Appendix A – Plan of Old Church Road
Appendix B – Copy of objections and responses
Appendix C – Copy of letter in support

Background Papers

None

Other useful documents:

None

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 Local Safety Scheme - Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street.

1. Context (or background)

- 1.1 A Local Safety Scheme is proposed on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street to reduce vehicular speed and prevent personal injury collisions and make the areas safer for all road users. An examination of the personal injury collision rate in this area revealed a total of 11 collisions, and this included 2 serious injury collisions. The majority of causation factors were attributed to speeding vehicles. In addition, the 85th percentile speeds have been recorded at 43mph, and the speed limit is 30mph. Speeding vehicles on residential roads are dangerous for all road users and increases the likelihood of more serious injuries if collisions occur.
- 1.2 In February 2021, residents were consulted on a possible Local Safety Scheme on Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street. The proposed road safety measures included:
- Reduce the speed limit to 20mph
 - Installing speed cushions
 - Installing raised junctions
- 1.3 Although the majority of respondents (65%) supported the proposed Local Safety Scheme, some residents did not support the proposed traffic calming measures and the speed limit reduction.
- 1.4 As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit and the Notice of intent to install speed cushions were advertised in the local press and notices were posted on lamp columns in the area on 9th September 2021, advising that any formal objections should be made in writing by 30th September 2021. Eight objections and one letter of support 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.

1 Options considered and recommended proposal

- 2.1 Eight objections and One letter of support were received. The objections to the proposal and responses to the objections are summarised in the table in Appendix A. Where the objection refers to personal details, these have not been detailed in this report.
- 2.2 In considering the objections received, the options are to:
- i) make the 20 mph order and install the speed cushions and raised tables as advertised;
 - ii) not to install the safety scheme.
- 2.3 **Option i)** is recommended due to the road characteristics and the recorded vehicular speeds and number of personal injury collisions related to speed. Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street comprise of a series of long straights, and this can increase the likelihood of excessive vehicular speeds, as drivers tend to look at where they are going and not what is immediately in front of them, often referred to as 'tunnel vision'. There is a high number of junctions, Schools, and houses which front the road, and all these factors increase the road safety risk when drivers travel at inappropriate speeds.
- 2.4 **Option ii)** is not recommended as this area has a relatively high number of personal injury collisions related to speed and recorded 85th percentile speeds of 43mph. This is significantly over the 30mph speed limit. The installation of a 20mph speed limit and traffic calming measures, to make the

speed limit self-enforcing will make Old Church Road, Gayer Street, Proffitt Avenue and Dudley Street safer for all road users.

- 2.5 The one letter received in support of the speed limit reduction include comments that the measures to reduce the speed limit and install traffic calming measures were welcomed and “very supportive” of the plan.
- 2.6 Eight objections were received and highlighted numerous concerns including the speed limit reduction will create more vehicle emissions and that the traffic calming measures would damage vehicles. The full objections and responses to the issues raised are detailed in Appendix B.

3. Results of consultation undertaken

- 3.1 A Street news consultation was undertaken in February 2021 advising over 1000 residents of the proposed safety scheme. The majority of these responses (65%) were in support of the traffic calming measures and speed limit reduction.
- 3.2 The proposed TRO for the 20mph speed limit and NOI for the speed cushions were advertised in the Coventry Telegraph on 9th September 2021. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 30th September 2021. Eight objections and one letter of support were received.
- 3.3 Appendix B details a summary of each of the objections. Copies of the content of the objections can be made available on request (please note personal details will be removed). Appendix C details the letters of support received.

4. Timetable for implementing this decision

- 4.1 If the recommendation is approved, it proposed to install the 20mph safety scheme over the coming months.

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

5.1 Financial implications

The cost of introducing the Old Church Road Area Local Safety Scheme is estimated to be approximately two hundred thousand pounds, and if approved, will be funded from the Integrated Transport Budget.

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 received. If representations 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).

The Council may install road humps where appropriate pursuant to Section 90 Highways Act 1980 subject to completion of prior consultation with the Police and the public and adherence to the requirements of The Highways (Road Humps) Regulations 1999.

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 make the road safer for all road users, as the lower speed limit will reduce the likelihood and severity 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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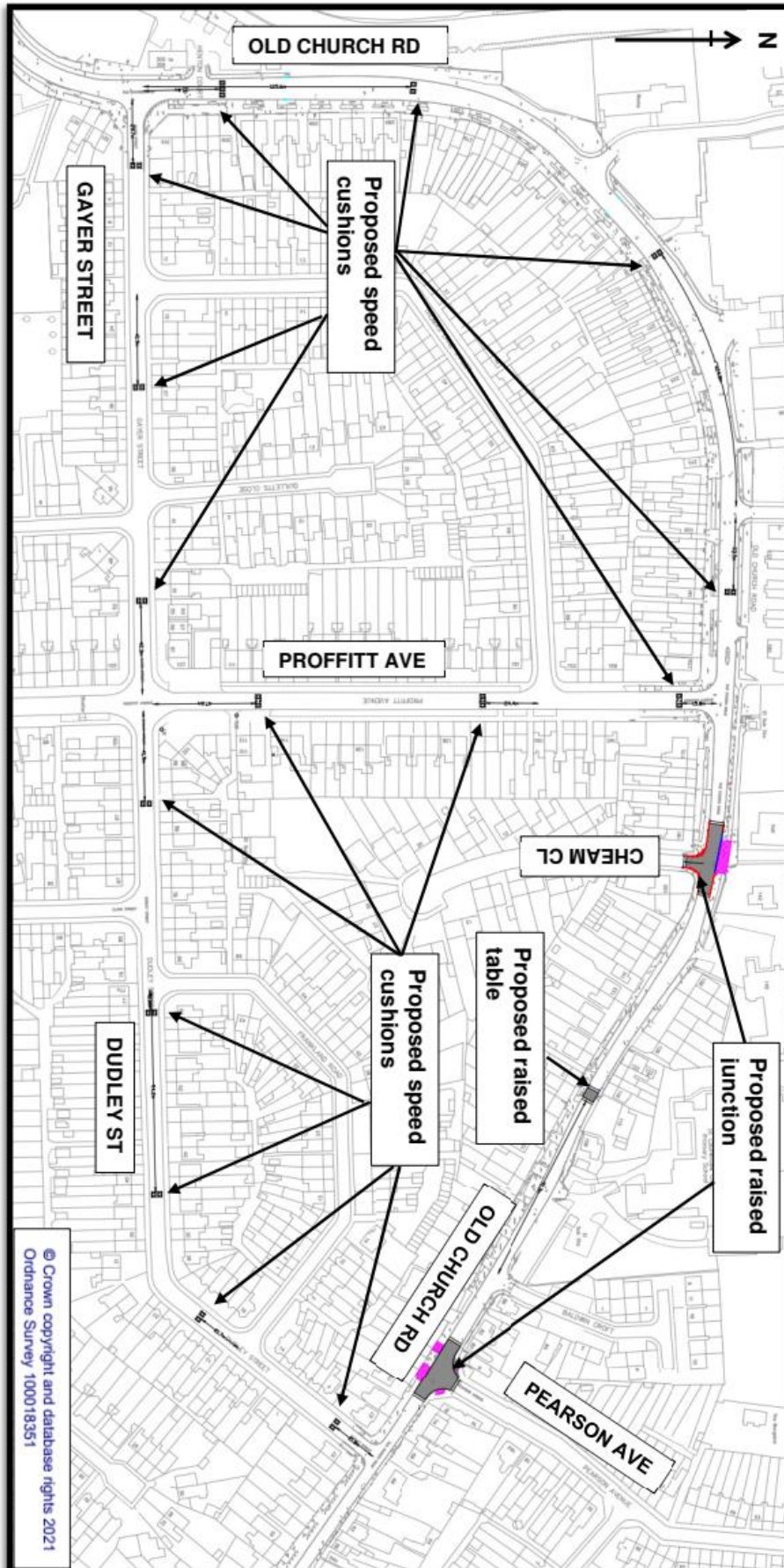
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Enquiries should be directed to the above person.

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Graham Clark	Lead Accountant	Finance	11.10.21	11.10.21
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Councillor P Hetheron	Cabinet Member for City Services		11.10.21	11.10.21

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Appendix A – Plan of Proposed Road Safety Scheme



Appendix B – Table of Objections to the Local Safety Scheme

Objection 1	<p>While I welcome measures to reduce speeding cars along our road (there aren't that many speeding cars) I do not want a speed cushion outside my property.</p> <p>We have a dropped kerb and do not wish to have to navigate going over a speed cushion to park our cars.</p> <p>They generate noise, vibration and more pollution when vehicles slow down on the approach and speed up again once over.</p> <p>Tyre Damage and can damage the steering racks on cars.</p>
Response to Objection	<p>Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit.</p> <p>The traffic calming features will be designed to minimise disruption to your driveway.</p> <p>The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions and noise produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible.</p> <p>Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
Objection 2	<p>I'm not opposed to traffic calming at all, however what I am opposed to is humps, cushions, sleeping policemen what ever you want to call them which you have to slow down to 5 or ten miles an hour to safely traverse them</p> <p>Why not just reduce the speed limit with the use of cameras</p>
Response to Objection	<p>A 20mph speed limit through signage alone is not effective on long straight roads. Subsequently, physical measures such as speed cushions are used to ensure the speed limit is adhered to.</p> <p>This location is unsuitable for speed cameras; however, we have installed safety cameras on The section of Old Church Road from Gayer Street to Foleshill Road, and the section from Dudley Street to Bell Green Road.</p>
Objection 3	<p>Negative impact on HGVs and emergency services,</p> <p>Lack of 30mph signs,</p> <p>Impact on disabled car occupants</p> <p>Damage to vehicles</p>
Response to Objection	<p>Traffic calming features are carefully designed to reduce overall vehicular speeds, and to minimise the impact on emergency services. The width and gradient of features are amended to take account of emergency services.</p> <p>In the UK, the presence of street lighting essentially means the road is 30mph, and we are not allowed to install 30mph repeater signs.</p> <p>Traffic calming features that are traversed at an appropriate speed should have no impact on vehicle occupants.</p> <p>Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
Objection 4	<p>These raised obstacles are at best uncomfortable and at worst outright dangerous.</p> <p>Lack of maintenance of features</p> <p>Impact on emergency services</p> <p>House prices</p>

<p>Response to Objection</p>	<p>Traffic calming features that are traversed at an appropriate speed should have no impact on vehicle occupants and should not be uncomfortable. The traffic calming features will be added to the Council's Maintenance programme, and this includes lining and materials. Traffic calming features are carefully designed to reduce overall vehicular speeds, and to minimise the impact on emergency services. The width and gradient of features are amended to take account of emergency services. The goal of traffic calming is to make the area as safe for all road users and this can have a benefit effect.</p>
<p>Objection 5</p>	<p>The cushions will increase traffic noise levels as people have to slow down to pass over them especially with the larger vehicles, we have a quiet street and want to keep it that way. The traffic levels will increase on the street due to people have to unnecessarily slow down to pass over the cushions. They will restrict parking for residents and visitors. There is no real hard evidence that I can find that they reduce will road traffic accidents on a side streets. Speed cushions are also known to cause tyre and suspension issues to cars.</p>
<p>Response to Objection</p>	<p>The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the noise produced by vehicles. Traffic calming has no effect on parking. Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit. There has been a significant amount of personal injury collisions at this location. Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
<p>Objection 6</p>	<p>Traffic calming positioned outside of my property. While I welcome measures to reduce speeding cars along our road (there aren't that many speeding cars) I do not want a speed cushion outside my property. My husband's car has a very low front spoiler. A speed cushion situated outside our property would mean his car will get damaged when going over the cushion to park on our property. They generate noise, vibration and more pollution when vehicles slow down on the approach and speed up again once over. Tyre damage</p>
<p>Response to Objection</p>	<p>The traffic calming features will be designed to minimise disruption to your property. Vehicular speeds in the area have been recorded at 43mph, and this is significantly higher than the 30mph speed limit. The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions and noise produced by vehicles. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. Vehicles will not be damaged when drivers traverse the features at an appropriate speed.</p>
<p>Objection 7</p>	<p>Re the above, I'm not opposed to traffic calming at all, however what I am opposed to is humps, cushions, sleeping policemen whatever you want to call them which you have to slow down to 5 or ten miles an hour to safely traverse them! Why not just reduce the speed limit to 15 mph with the use of cameras.</p>

Response to Objection	The traffic calming features have been specifically designed so that vehicles can traverse them without needing to stop completely. The 20mph speed limit will also ensure vehicles travel at more consistent speeds, and this helps to keep emissions as low as possible. A speed limit of 15mph is not an option in the UK. Speed cameras are not appropriate for this section of road.
Objection 8	Parking on Frankland Road Traffic migration into Frankland Road
Response to Objection	A review of the parking problems on Frankland Road will be undertaken separate to this programme. Post installation monitoring of the scheme will be undertaken, and if traffic migration has occurred, we will seek to redress these issues.

Appendix C – Table of Support for the Local Safety Scheme

Support	Following our meeting, we are very supportive of the plans.
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