

Cabinet Member for City Services

15th November 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:

Title: 2021/22 Local Safety Scheme Programme – Average Speed Enforcement Scheme, Stoney Stanton Road, Coventry

Is this a key decision?

No

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, and both ASE projects were introduced in January 2019. As a result of positive initial results in terms of speed reduction, and personal injury collision reduction, Henley Road, Binley Road, London Road extension and Ansty Road extension ASE schemes were approved in March 2019 and are now operational.

In June 2020, following the early positive safety results of the existing schemes Cabinet Member for City Services approved four additional ASE schemes including Longford Road, Bell Green Road, Burnaby Road and Sky Blue Way. In December 2020, the Sky Blue Way ASE scheme was delayed due to technical difficulties with the location, and the Foleshill Road Scheme was approved in its place. This scheme has been operational since June 2021.

It is now also proposed, as part of the 2021/22 Local Safety Scheme Programme, to introduce a further ASE scheme on Stoney Stanton Road; following consideration of the high number of accidents on Stoney Stanton Road related to speeding vehicles.

The installation of the Stoney Stanton 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 Stoney Stanton Road from its junction with the A444 to its junction with Harnall Lane East.
- 2) Subject to recommendation 1 above, 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 Stoney Stanton Road ASE Scheme

Background Papers

None

Other useful documents:

Cabinet Report dated 6th March 2019

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

Cabinet Member for City Services report dated 9th September 2019

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

Cabinet Report dated 10th March 2020

2020/21 Transportation and Highway Maintenance Capital Programme

Cabinet Member for City Services report dated 15th 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?

No, however the use of ASE was considered and approved at the Neighbourhoods and Communities Scrutiny Board (4) on 28th February 2018 and the Board were further updated on 17th 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:

2020/21 Local Safety Scheme Programme –Average Speed Enforcement Scheme Stoney Stanton 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 (1st March 2017 to 28th 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 10 ASE schemes on high traffic volume routes that have a high number of KSI's. These are on London Road (2 schemes), Ansty Road (2 schemes), Binley Road, Henley Road, Longford Road, Bell Green Road, Burnaby Road and Foleshill Road.
- 1.6. 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 slights. 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.
- 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).
- 1.13 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.
- 1.14 Longford Road, Bell Green Road and Burnaby ASE schemes became operational in February 2021, and to date, each location has experienced a significant increase in speed limit compliance and a reduction in personal injury collisions.
- 1.15 The Foleshill Road ASE scheme replaced the Sky Blue Way ASE proposal, and this scheme became operational in June 2021. To date, this scheme has experienced a reduction in vehicular speeds and personal injury collisions.

The data-led case for ASE on Stoney Stanton Road

- 1.16 Contributory factors attributed to the collisions on Stoney Stanton Road (A444 to Harnall Lane East) 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 11 people killed or seriously injured (KSIs) personal injury collisions.

Table: Stoney Stanton Road Personal Injury Collisions

Proposed ASE Location	Personal Injury Collisions		
	Total	Fatal	Serious
Foleshill Road (extents)	42	1	10

1.17 Subject to approval and in accordance with Coventry City Council, West Midlands Police and the Police and Crime Commissioner legal agreement, it is the intention to install the Stoney Stanton Road ASE scheme this financial year.

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 Stoney Stanton 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 Stoney Stanton Road ASE scheme will be installed this financial year (2020/21).

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

5.1. Financial implications

The implementation of an ASE scheme on Stoney Stanton Road would be funded from the local safety scheme allocation, approved by Cabinet on 9th March 2021 as part of the Transportation & Maintenance Capital Programme 2021/22.

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. A total reimbursement of £36,061.67 was received in 2021, and this will contribute to the revenue costs associated with the ASE Programme. The remaining costs will be funded from the integrated transport block capital budget.

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
Total	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

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APPENDIX A –Location plan Stoney Stanton Road ASE



