

Coventry City Council
Minutes of the Meeting of Cabinet Member for City Services held at 10.30 am on
Tuesday, 14 December 2021

Present:

Members: Councillor P Hetherton (Cabinet Member)
 Councillor G Lloyd (Deputy Cabinet Member)
 Councillor M Heaven (Shadow Cabinet Member)

Employees:

L Knight, Law and Governance
J Logue, Transportation and Highways

Apologies: Councillor L Bigham, Chair, Communities and
 Neighbourhoods Scrutiny Board (4)

Public Business

47. Declarations of Interests

There were no declarations of interest.

48. Minutes

The minutes of the meetings held on 15th and 22nd November, 2022 were agreed as true records. There were no matters arising.

49. 2021/22 Local Safety Scheme Programme - Average Speed Enforcement Schemes - Walsgrave Road, Radford Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road

The Cabinet Member considered a report of the Director of Transportation and Highways which sought approval for the implementation of nine Average Speed Enforcement (ASE) schemes at the following locations: Walsgrave Road, Radford Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road. Copies of location plans were set out in an appendix to the report.

The report indicated that, whilst the total number of personal injury collisions in Coventry was falling, the number of people killed or seriously injured (KSI) on the city's main roads was increasing. Over the 3 year period from March 2017 to February 2020, a total of 378 people were killed or seriously injured on Coventry's road network.

The City Council received 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, the Council was responsible for setting speed limits on the local roads. The Coventry road network needed to support a local transport system that was safe for all road users, promoted

economic growth, and improved the quality of life in all communities. The Council was the West Midlands Combined Authority (WMCA) Road Safety Lead, and was 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 and 2016) as the baseline.

To try to reduce personal injury collisions, the Council had introduced 10 ASE schemes on high traffic volume routes that had a high number of KSI's. These were on London Road (2 schemes), Ansty Road (2 schemes), Binley Road, Henley Road, Longford Road, Bell Green Road, Burnaby Road and Foleshill Road. A further ASE scheme (Stoney Stanton Road) was approved by the Cabinet Member on 15th November 2021, and this scheme would become operational in the coming months.

The report informed that the ASE cameras detected vehicles through Automatic Number Plate Recognition (ANPR) and calculated their average speed by measuring the time taken to travel between defined points, a known distance apart. A clear signing strategy was used to inform drivers that they were entering an average speed control zone. The report detailed the criteria for selecting sites and also set out the success of the ASE London Road scheme introduced in January 2019 which had significantly reduced the number of accidents and also significantly reduced vehicle speeds, particularly off-peak speeds. Information was also provided highlighting the success of the ASE introduced on the Ansty Road in January 2019. Further details were provided on the other ASE locations operating in the city which showed increases in speed limit compliance and reductions in personal injury collisions.

The report set out the data led case for ASE at additional locations across the city. Contributory factors attributed to the collisions at the following locations: Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road, 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 were highlighted in the report.

In light of the rise and severity of personal injury collisions at these nine locations, it was proposed to install the nine ASE schemes in 2021/22 and 2022/23. It was also recommended that the associated procurement process for the ASE equipment was undertaken together with collaboration with partner organisations (West Midlands Police and other West Midlands Local Authorities).

The estimated capital cost of implementing the proposed new ASE schemes was £600,000, to be funded as follows:

- (i) From the remaining local safety scheme 2021-22 budget, approved by Cabinet on 9th March 2021 as part of the Transportation and Maintenance Capital Programme 2021/22
- (ii) From future years local safety scheme capital budget. There was the option to accelerate some of the local safety scheme capital budget for 2022-23 if required
- (iii) From alternative funding streams that could become available.

Councillor Hetherington, Cabinet Member expressed support for the introduction of further ASE schemes across the city and Councillors Lloyd and Heaven concurred with her comments. Members asked about consultation prior to the introduction of ASE and further details were provided.

RESOLVED that:

1. The implementation of the nine ASE schemes at Walsgrave Road, Radford Road/Keresley Road, Holyhead Road, Tamworth Road, Charter Avenue, Kenilworth Road, Hearsall Common/ Hearsall Lane, Allard Way and Allesley Old Road as detailed in the report be approved.

2. The associated procurement process for ASE equipment to be undertaken be approved and approval be given to collaborate with partner organisations (West Midlands Police and other West Midlands Local Authorities).

50. Outstanding Issues

There were no outstanding issues.

51. Any other items of Public Business

There were no additional items of public business.

(Meeting closed at 10.40 am)