

Cabinet Member for City Services

6 April 2022

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:

Wainbody

Title:

Objections to Proposed Road Safety Scheme – Cannon Hill Road Area

Is this a key decision?

No

Executive Summary:

The Cannon Hill Road Area safety scheme is proposed in response to safety concerns raised by local residents and is being funded as part of the mitigation works relating to the nearby Warwick University expansion development plans.

Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning and afternoon peak traffic flows. Observations reveal that some drivers are using Cannon Hill Road as a cut-through between Kenilworth Road and the A45.

There has been one personal recorded injury collision recorded in the last 3 years; therefore, the proposed scheme is not part of the Local Safety Scheme programme prioritised on casualty reduction. The scheme is proposed in response to the concerns raised by residents supported by Ward Councillors. In January 2021, residents were consulted on a possible Road Safety Scheme directly responding to the issues raised. The measures proposed included reducing the speed limit to 20mph, installing speed cushions and speed tables. Although the majority of responses (68%) supported the proposed measures, some residents requested additional measures. Subsequently, the scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Meryton Avenue.

The proposed Traffic Regulation Order (TRO) to make Cannon Hill Road a 20mph and the Notice of Intent (NOI) to install traffic calming measures was advertised on 13th January 2022, which commenced a 21-day statutory objection period. Nineteen objections and one letter of support were received. In accordance with the City Council's procedure for dealing with objections to TROs and schemes such as this, they are reported to the Cabinet Member for City Services, for a decision as to how to proceed.

In addition, an e-petition with 133 signatories was received requesting the road safety measures to be expanded into Cannon Park Road.

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 above, approve the implementation of the 20mph speed limit and installation of speed cushions and speed tables (Cannon Hill Road Area road safety scheme).
- 3) Consider the petition request as a separate road safety issue and undertake the necessary assessments and report back to Cabinet Member.

List of Appendices included:

Appendix A – Plan of Cannon Hill Road Area Road Safety Scheme

Appendix B – Copy of objections and responses

Appendix C – Copy of letter in support

Appendix D – Copy of the petition received

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 Road Safety Scheme – Cannon Hill Road Area

1. Context (or background)

- 1.1 Safety measures are proposed to be installed in the Cannon Hill Road Area as part of mitigation measures relating to the Warwick University Expansion Development Plan. The scheme is funded from Warwick University as part of a Section 106 financial contribution and will be used to mitigate the impact of these changes on residents.
- 1.2 Over the last few years, the Council has received many concerns from local residents about speeding vehicles and a significant increase in traffic volumes since the Warwick University expansion. Feedback from residents coupled with observations by officers reveal these problems occur predominantly in the morning and afternoon peak times. Observations undertaken by Council Officers reveal that drivers are using Cannon Hill Road as a cut-through between Kenilworth Road and the A45 to avoid queueing traffic during the morning and afternoon peak times
- 1.3 The proposed scheme and area of implementation is in direct response to issues raised by residents supported by Ward Councillors, it is not part of the Local Safety Scheme programme which is prioritised using personal recorded injury collision data, which informs the type and extent of a local safety scheme.
- 1.4 In January 2021, following meetings organised by Ward Councillors residents were consulted on a possible Road Safety Scheme on Cannon Hill Road (the area of concern highlighted by residents). The proposed measures included:
 - Reduce the speed limit to 20mph
 - Installing speed cushions
 - Installing raised tables
- 1.5 Although the majority respondents (68%) supported the proposed road safety measures, some residents requested the measures were expanded. Subsequently, the scheme was changed to include road safety measures on Orlescote Road, Tutbury Avenue and Merynton Avenue.
- 1.6 Some residents did not support the proposed traffic calming measures and the speed limit reduction.
- 1.7 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 13th January 2022, advising that any formal objections should be made in writing by 3rd February 2022. Twenty responses were received in total, 19 objections and one letter of support. Seven objections relating to raised features and twelve responses advising that the scheme does not extend far enough. In addition, a petition was received with 133 signatures requesting the scheme is extended to include Cannon Park Road. 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. A plan of the proposals is shown in Appendix A to the report.
- 1.8 A copy of the petition is in Appendix D to the report. The petition welcomes the road safety measures and has requested the expansion of the measures into Cannon Park Road, and stated the following:

“We believe that Cannon Park Road is very much part of the Cannon Hill Road area and the 'rat run' that this area provides for motorists bypassing the traffic lights at the junction of Kenilworth Road and Kenpas Highway. Cannon Park Road should therefore have the same

road safety features added to it (speed bumps and 20mph zone) that are proposed for all of the other roads adjoining Cannon Hill Road such as Merynton Avenue, Tutbury Avenue etc.

2. Options considered and recommended proposal

- 2.1 Nineteen 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 B. 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 speed tables as advertised;
 - ii) not to install the safety scheme.
- 2.3 **Option i)** is recommended due to the road characteristics and feedback from local residents. Off-peak 85th percentile vehicular speeds have been recorded on Cannon Hill Road (northbound) as 41mph, and southbound 40mph. Peak 85th percentile speeds (northbound) as 34mph and southbound 33mph. Excessive vehicular speeds in built-up residential areas significantly increase the likelihood of personal injury collisions. The Cannon Hill Road Area 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 number of junctions, a school, 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 is considered a cut-through between Kenilworth Road and the A45. An increase in vehicular traffic volumes in a densely populated residential area significantly increases the likelihood of personal injury collisions. Whilst the location is not prioritised as a potential local safety scheme location (these are locations where 6 or more personal injury collisions have been recorded in a 3-year period), the S106 funding provided enables the installation of a 20mph speed limit with traffic calming measures, to make the speed limit self-enforcing and will make the Cannon Hill Road Area safer for all road users.
- 2.5 The letter received in support "welcomes" the road safety measures and the speed limit reduction in the Cannon Hill Road Area.
- 2.6 Nineteen objections were received and highlighted numerous concerns including the location of the speed humps and speed tables and questioned why the scheme does not include Cannon Park Road. The full objections and responses to the issues raised are detailed in Appendix B.
- 2.7 The petition, similar to many of the objections, has requested the inclusion of Cannon Park Road in the proposed scheme. However, this area was not requested to be part of the original scheme and there is currently not sufficient funding available to extend the scheme into this area. It is therefore proposed to monitor the situation following the implementation of the proposed safety scheme (if implementation is approved) and report back in the future.

3. Results of consultation undertaken

- 3.1 A Street news consultation was undertaken in January 2022 advising over 500 residents of the proposed safety scheme. The majority of the responses received (68%) 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 raised features were advertised in the Coventry Telegraph on 13th January 2022. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 3rd February 2022. Nineteen objections and one letter of support were received.

- 3.3 Appendix B to the report details a summary of the objections. Copies of the content of the objections can be made available on request. Appendix C to the report details the letter 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 the Chief Operating Officer (Section 151 Officer) and the Director of Law and Governance

5.1 Financial implications

The cost of introducing the Cannon Hill Road Area safety scheme is estimated to be approximately one hundred thousand pounds, and if approved, will be funded from the Cannon Hill Road Works Contribution as part of Section 106 allocations.

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).

Pursuant to Section 90 of the Highways Act 1980 the Council may construct 'road humps' in a highway which is a highway maintainable at the public expense.

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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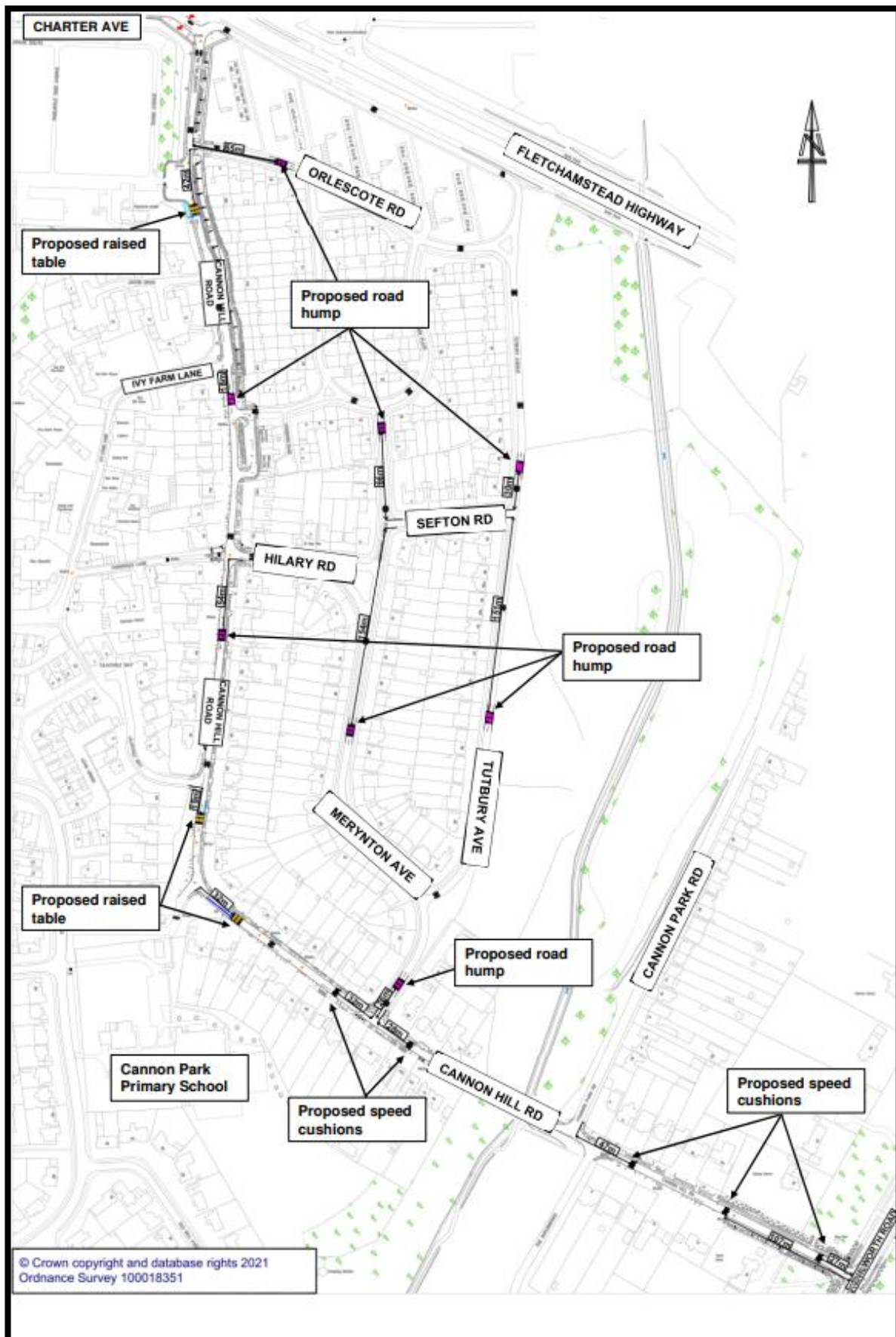
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Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
Rachel Goodyer	Head of Traffic	Transportation and Highways	23.03.22	23.03.22
Caron Archer	Principal Engineer, traffic Management	Transportation and Highways	23.03.22	23.03.22
Michelle Salmon	Governance Services Officer	Law and Governance	23.03.22	24.03.22
Names of approvers for submission: (officers and members)				
Graham Clark	Lead Accountant	Finance	23.03.22	24.03.2022
Rob Parkes	Team Leader, Legal Services	Law and Governance	23.03.22	25.3.2022
Councillor P Hetherton	Cabinet Member for City Services	-	23.03.22	28.03.2022

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Appendix A – Plan of Proposed Road Safety Scheme



Appendix B – Table of Thematic Objections to the Road Safety Scheme

<p>Objection Summary (common theme from objectors)</p>	<ul style="list-style-type: none"> • Objection to the Cannon Hill Road Safety Scheme because it does not include Cannon Park Road • Concerns that The Cannon Hill Road Scheme will result in traffic migration (rat-running) into Cannon Park Road, and the increase in traffic will create road safety problems on Cannon Park Road • We live on Cannon Park Road and regularly observe excessive vehicular speeds • Support the scheme for what can be described as the wider Cannon Hill Road residential area. It has been on the agenda for many years but has been difficult to introduce because of the bus route implications. I assume that the scheme addresses this issue. The existing safety measures have helped but not cured the problem of excessive speed along Cannon Hill Road. The tight bend near the school helps to naturally slow traffic but of course doesn't stop speeding on the other straighter sections. • The scheme as devised clearly recognises the probable knock-on effect of only installing measures along Cannon Hill Road – the likelihood of rat-run traffic then using Tutbury Avenue / Orlescote Road and Merynton Avenue – and therefore proposes those measures along those roads as well. It is therefore entirely logical to extend the measures to include Cannon Park Road as well which of course is an integral part of the local road pattern. • In fact, the more probable scenario is for rat-run traffic to use Cannon Park Road instead since this is dead straight and much shorter than those other roads, leading straight to the A45 Fletchamstead Highway. The resultant speed risk is therefore much greater. There is already a significant problem of speeding vehicles using the road. Just last week I was met by two cars travelling together towards the A45 from Cannon Hill Road at about 50mph, and this is not uncommon. • The additional cost of including Cannon Park Road within the wider scheme will be minimal. A minimum of two road humps would be necessary to have the desired effect of reducing traffic speed. There would be no need to have any road humps on Fairlands Park since this is not a through Road and there is not a speeding problem there. • Why is Cannon Park Road not included in either the 20mph zone, nor the zone to feature road cushions/humps? Cannon Park Road is very much a part of the Cannon Hill Road area network and the 'rat run' that this area currently provides for commuters. I think the complete exclusion of Cannon Park road from these proposals will result in the 'speeding' problem on Cannon Park being exacerbated. As a current resident of Cannon Park Road (with 2 vulnerable young children) I see commuters using a variety of roads in the Cannon Hill Road area as a 'rat run', and this very much includes Cannon Park Road. It is these commuters who are most likely to be those who are excessively exceeding the speed limit on Cannon Park Road. • I am writing to let you know that I find the exclusion of this road very troubling. I cannot see the reason anyone would consider an improvement in a problematic traffic (and road safety) area by moving the problem just down the road. I am extremely unhappy about this not only for the specific Cannon Park Road residents, but for the principle behind lazy thinking. Cannon Park Road is already plagued by problems at busy times and making it a target of diverting a lot of traffic through it seems illogical and thoughtless. There are high traffic flow main roads nearby and making this area into a rat run is unacceptable. Make these roads 20 mph, enforce 20 mph, consider making them one-way roads, install chicanes- those are the things that are needed for road safety and the livability of the area and residents' wellbeing • Cannon Park Road (which is long and straight) already suffers from too many cars being driven, frequently at high speed, along it to avoid the Fletchamstead Highway/Kenilworth Road traffic lights.
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Response to Objection	<ul style="list-style-type: none"> • Cannon Park Road has not been included in the scheme because residents have not raised concerns about road safety problems previously. In 2017, a residents' permit scheme was installed on Cannon Park Road because residents raised concerns about dangerous parking, however, residents did not raise concerns about speeding vehicles. • Cannon Park Road does not have any personal injury collisions recorded over the latest 3-year period and therefore we are unable to allocate Local Safety Scheme funding to this location. • The Cannon Hill Road Area road safety scheme is being funded by Warwick University via S106 contributions. The funding available will only cover the Cannon Hill Road Area as advertised. • Traffic surveys have been undertaken on Cannon Park Road and we will undertake further surveys (after the Cannon Hill Road Area road safety scheme has been installed) to analyse the impact of the scheme on the surrounding road network. • If the scheme has caused traffic migration - we will consider this as a separate scheme to the Cannon Hill Road Area road safety scheme and fund any measures separately.
Objection Summary	<ul style="list-style-type: none"> • Speed humps and speed tables do not work • Why can't we have cameras instead
Response to Objection	<ul style="list-style-type: none"> • Local residents have raised concerns about the speed of vehicles on Cannon Hill Road. The 20mph speed limit, speed cushions and speed tables measures are designed to optimise road safety for all road users in the Cannon Hill Road Area and have been successful when installed across the city. • Cannon Hill Road is a relatively long straight (with only one bend) and the measures are designed to ensure drivers focus on the immediate highway environment and not in the far distance in front of them – a phenomenon known as tunnel vision. • This location is unsuitable for speed cameras as it does not satisfy the criteria
Objection Summary	<ul style="list-style-type: none"> • We support the traffic calming measures on Cannon Hill Road however, we do not support traffic calming measures on Merynton Avenue • Traffic calming measures are only required on Cannon Hill Road and not on any other road in the area • I have lived in the area for years and I am not aware of a problem with Merynton Avenue being used as a cut through or susceptible to speeding vehicles. • I'm also not aware of any incidents of traffic accidents on the road in the time we have lived here. • I would also request sight of any data that would suggest to the contrary on these two points and any data used to formulate / support these traffic calming proposals. • Speed bumps would prove no benefit on Merynton Ave and would only increase the issues of kerb side parking, cars revving between the bumps and the increase in car suspension noise on a quiet street.
Response to Objection	<ul style="list-style-type: none"> • This developer funded road safety scheme has been designed after considering the impact to residents including traffic volumes, speeds and feedback from residents. • We have received considerable complaints from residents about traffic volumes and speeds. Residents have confirmed that traffic volumes have increased considerably since the Warwick University expansion. • Officers have observed the increases in traffic volumes at peak times and excessive speeding. Our speed surveys show that vehicular speeds are excessively over the existing 30mph speed limit. • Vehicles travelling at 20mph instead of driving at high speed will significantly reduce the likelihood of personal injury.

	<p>The measures on Merynton Avenue and the surrounding roads are to prevent vehicles “avoiding” the measures on Cannon Hill Road and migrating the problem onto other roads in the area.</p>
Objection Summary	<ul style="list-style-type: none"> • We object because of the cost of installation • Increased pollution as all vehicles have to slow for each cushion/hump and then accelerate again, steady speed running produces less pollution. Coventry is supposed to be reducing air pollution, not increasing it • Uneven traffic flow as some vehicles will slow to a crawl over the cushions/humps while others only reduce their speed slightly or not at all • Uncomfortable for bus passengers • Increased noise as vehicles brake and accelerate at each cushion/hump • Emergency services generally dislike them • Extra stresses on suspension systems for regular users or the road • When snow or ice covered there is an increased risk of a vehicle being unsettled and skidding when traversing them
Response to Objection	<ul style="list-style-type: none"> • The speed cushions have been specifically designed so that vehicles can traverse them without needing to stop completely, and this reduces the emissions 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. • The width of the speed cushions ensure that vehicles can traverse without making significant airborne vibrations, and this also reduces the impact on bus passengers and emergency services. • Vehicles travelling at appropriate speeds (in any weather) will not damage their vehicle.
Objection Summary	<ul style="list-style-type: none"> • Can you please re-examine the location of the proposed speed hump on Tutbury Avenue as sadly, we have lost 5 cats to the traffic in 8 years, it's also used as a crossing point for dog walkers, I feel it's only a matter of time before we have a more serious incident. If you could request a review of this location that would be great, would be so much cheaper installing an additional hump whilst in the area. I've attached a rough drawing with the area highlighted in red Ave, it's a blind corner & cars speed round so fast.
Response to Objection	<ul style="list-style-type: none"> • The measures have been carefully designed and spaced so that they have optimal impact at vehicular speed reduction. • The bend described is considered a natural speed reducer and therefore the speed cushion is proposed at the most effective place to ensure speed limit compliance.
Objection Summary	<ul style="list-style-type: none"> • After receiving your letter outlining your proposal of a safety scheme in the area, I wish to object to the proposed road bump on Merynton Avenue. • I do know cars speed along Cannon Hill Road, but I haven't noticed any, or even a few, take Merynton Ave as a short cut.
Response to Objection	<ul style="list-style-type: none"> • This developer funded road safety scheme has been designed after considering the impact to residents including traffic volumes, speeds and feedback from residents. • We have received considerable complaints from residents about traffic volumes and speeds. Residents have confirmed that traffic volumes have increased considerable since the Warwick University expansion.

	<ul style="list-style-type: none"> • Officers have observed the increases in traffic volumes at peak times and excessive speeding. Our speed surveys show that vehicular speeds are excessively over the existing 30mph speed limit. • Vehicles travelling at 20mph instead of driving at high speed will significantly reduce the likelihood of personal injury. • The measures on Merynton Avenue and the surrounding roads are to prevent vehicles “avoiding” the measures on Cannon Hill Road and migrating the problem onto other roads in the area.
Objection Summary	<ul style="list-style-type: none"> • We are <u>really happy</u> that the large number of vehicles speeding along Cannon Hill Road is to be controlled but there are some concerns about the ancient oak growing on the corner of Hilary Rd/Cannon Hill Rd. The proposed speed hump on Cannon Hill Road, just after Hilary Road (travelling South) seems to be a safe distance from the tree but can you please ensure this is so when work is carried out. The attached photos show this ancient oak is already very near to the road and a speed bump too near may cause damage to the roots or affect the health of the tree with constant vibration. • This oak is possibly the oldest in Coventry and has been measured and recorded on the Ancient Tree Register by the Woodland Trust so we must try to protect it.
Response to Objection	<ul style="list-style-type: none"> • We are working alongside our colleagues to ensure we do not install speed reduction measures in close proximity to the Oak Tree highlighted.

Appendix C – Letter of Support for the Road Safety Scheme

Support	<p>I've just received a letter from Joel Logue relating to the long-awaited speed controls on our road.</p> <p>I welcome the proposed humps and tables in our road as your plan.</p> <p>Your letter refers to an 'advertised ' 20mph speed limit. This is the first I've heard of this but would welcome the proposal as long as it was enforced. How was it advertised?</p>
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Appendix D – Copy of Petition

Support	<p>Title: Include Cannon Park Road in the Cannon Hill Road Area 20mph Zone (Order 2022)</p> <p>Statement: We the undersigned petition the Council to Include Cannon Park Road in the City of Coventry (Cannon Hill Road Area) (20mph Zone) Order 2022. Ref: https://www.coventry.gov.uk/downloads/download/7063/city_of_coventry_cannon_hill_road_area_20mph_zone_order_2022 We believe that Cannon Park Road is very much part of the Cannon Hill Road area and the 'rat run' that this area provides for motorists bypassing the traffic lights at the junction of Kenilworth Road and Kenpas Highway. Cannon Park Road should therefore have the same road safety features added to it (speed bumps and 20mph zone) that are proposed for all of the other roads adjoining Cannon Hill Road such as Merynton Avenue, Tutbury Avenue etc.</p> <p>Justification: The inclusion of Cannon Park Road in these proposals will complete the proposed road safety scheme. The 'volume' of traffic on Cannon Park Road at present is just about acceptable, however the exclusion of Cannon Park Road from this scheme will soon make this road the 'path of least resistance' for motorists/commuters coming from the Kenilworth/Warwick direction towards the University of Warwick. Motorists who previously took the Cannon Hill or Merynton Avenue 'rat routes' through this area are now likely to take the only remaining route (Cannon Park Road) which does not feature these road safety measures. Traffic volumes on this road are therefore likely to increase dramatically, and so will the incidents of speeding drivers... Cannon Park Road is a very straight, long and wide road which seems even wider since the Residents Parking Permit Scheme was introduced in 2013. It suffers terribly from 'speeders' who see this open road as an invitation to test the performance of their vehicles to the limit. Residents often see cars reaching speeds in excess of 70mph. The potential for wiping out one of the many dog walkers or young children along this road is very high. Pets (cats/dogs) in the area have already suffered horrific injuries, we fear the next victim could be human. The exclusion of Cannon Park Road from this order will significantly increase the volume of traffic along Cannon Park Road and therefore also exacerbate the existing problem with speeders.</p> <p>We are encouraged by the proposals made in this road safety order however we feel it is incomplete in its current form. We ask that a slight amendment is made to the order to include speed bumps and a 20mph speed limit on Cannon Park Road, as per all of the other adjoining roads listed in the order. We feel this will encourage commuters to stick to the main roads (Kenilworth Road and the Kenpas Highway) and improve road safety for residents throughout the 'entire' Cannon Hill Road area.</p>
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