

Cabinet Member for City Services

30 November 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 20mph Zone – Cannon Park Road

Is this a key decision?

No

Executive Summary:

The Cannon Park Road 20mph zone was proposed in response to safety concerns raised by local residents and is being funded as part of the mitigation works relating to the nearby University of Warwick expansion development plans. The 20mph zone is proposed in addition to the recently installed road safety scheme in the Cannon Hill Road Area.

Since the University of Warwick expansion, the Council has received concerns from local residents about speeding vehicles and a significant increase in traffic volume. Feedback from residents reveal these problems occur predominantly in the morning and afternoon peak traffic flows. This resulted in the installation of the recent Cannon Hill Road Area Scheme. However, when the proposed 20mph zone was advertised, residents of Cannon Park Road objected, advising they wanted Cannon Park Road included in the scheme. Concerns from residents highlighted that some drivers are using Cannon Park Road as a cut-through between Kenilworth Road and the A45.

The proposed scheme and the Cannon Hill Road Area scheme are not part of the Local Safety Scheme programme, which consists of casualty reduction schemes, as there have been no recorded injury collisions recorded in the last 3 years. The schemes are in response to concerns raised by residents, supported by Ward Councillors, and funded as part of mitigation works.

The proposed Traffic Regulation Order (TRO) to make Cannon Park Road 20mph was advertised on 22nd September 2022, which commenced a 21-day statutory objection period. Two objections 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.

Recommendations:

Cabinet Member for City Services is recommended to:

1. Consider the objections to the proposed 20mph speed limit;
2. Subject to recommendation 1, approve the implementation of the City of Coventry (Cannon Park Road Area) (20mph Zone) Order 2022 as advertised.

List of Appendices included:

Appendix A – Plan of Cannon Park Area 20mph Zone

Appendix B – Objections and responses

Appendix C – Letter of 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 20mph Zone – Cannon Park Road

1. Context (or background)

- 1.1. A 20mph zone has been installed in the Cannon Park Road Area as part of mitigation measures relating to the Warwick University Expansion Development Plan. The scheme was funded from a Section 106 financial contribution from the University of Warwick 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 University of Warwick expansion. Feedback from residents reveal these problems occur predominantly in the morning and afternoon peak times. This resulted in the Cannon Hill Road Area Scheme. However, when the proposed 20mph zone was advertised for the scheme, residents of Cannon Park Road objected, advising they wanted Cannon Park Road to also be included in the scheme and a 20mph speed limit.
- 1.3. Concerns from residents highlighted that drivers are using Cannon Hill Road and Cannon Park Road as a cut-through between Kenilworth Road and the A45 to avoid queueing traffic during the morning and afternoon peak times. The proposed 20mph zone on Cannon Park Road (and Fairlands Park) is in addition to the Cannon Hill Road Area Safety Scheme.
- 1.4. The proposed 20mph zone on Cannon Park Road and the recently installed Cannon Hill Road Area scheme are 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. No personal injury collisions have been recorded in the area in the last 3 years.
- 1.5. In September 2022, residents were consulted on a possible 20mph zone on Cannon Park Road (the area of concern highlighted by residents) and Fairlands Park. The proposed measures included:
 - Reducing the speed limit to 20mph;
 - Installing signage and 20mph speed limit roundels.
- 1.6. The consultation was undertaken simultaneously with the legal process associated with the Traffic Regulation Order (TRO).
- 1.7. As part of the statutory procedure, the Traffic Regulation Order for the 20mph speed limit was advertised in the local press and notices were posted on lamp columns in the area on 22nd September 2022, advising that any formal objections should be made in writing by 13th October 2022.

2. Options considered and recommended proposal

- 2.1. Two 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 20mph order and install the associated signage and carriageway markings (20mph roundels);

ii) not to install the safety scheme.

- 2.3. **Option i)** is recommended due to the road characteristics and feedback from local residents. The road is long and straight and there is potential for drivers to use it as a cut-through to avoid the recently installed traffic calming measures on Cannon Hill Road.
- 2.4. **Option ii)** is not recommended as this area is considered by residents to be used as 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 zone will make the Cannon Park Road safer for all road users.
- 2.5. One letter of support and two objections were received. The letter of support highlighted the need for the speed limit reduction due to excessive vehicular speeds and drivers using Cannon Park Road as a cut-through. The two objections highlighted numerous concerns including the reduction in speed limits can increase pollution in the local area and that the reduction in speed limit is not necessary as this location does not have a speeding issue. The letter of support and full objections and responses to the issues raised are detailed in Appendix B & Appendix C.

3. Results of consultation undertaken

- 3.1. A letter consultation was undertaken in September 2022 advising all residents about the proposal to make Cannon Park Road a 20mph zone.
- 3.2. The proposed TRO for the 20mph speed limit was advertised in the Coventry Telegraph on 22nd September 2022. Notices were also placed on street in the vicinity of the proposals. The objection period ended on 13th October 2022. Two objections and one letter of support were received.
- 3.3. Appendix B details a summary of the objections. Copies of the content of the objections can be made available on request. Appendix C 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 Chief Legal Officer

5.1. Financial implications

The cost of introducing the Cannon Hill Road Area safety scheme is estimated to be approximately £7,000 pounds, and if approved, will be funded from the Cannon Park 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).

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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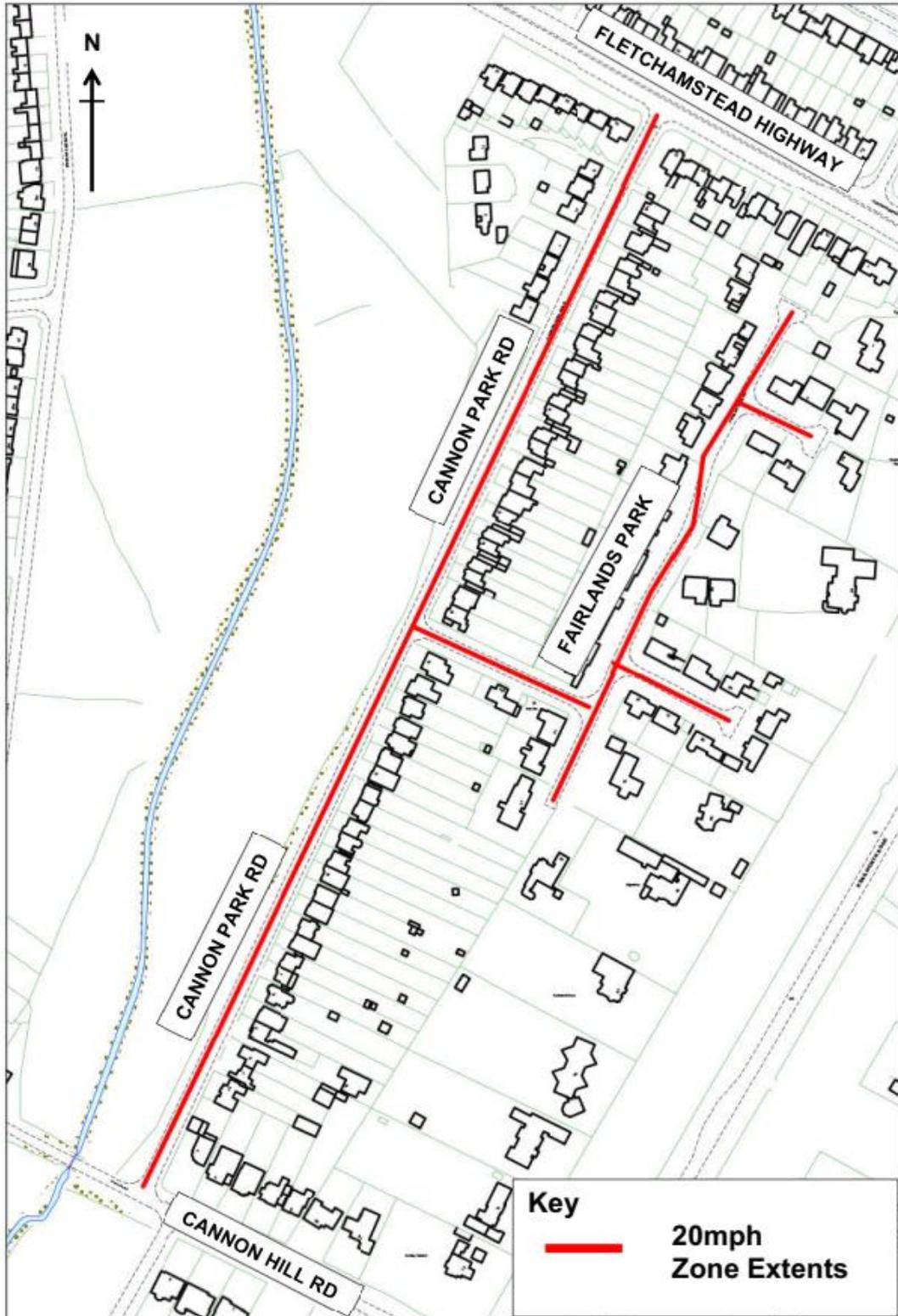
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Enquiries should be directed to the above person.

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Graham Clark	Lead Accountant	Finance	18.11.22	18.11.22
Rob Parkes	Team Leader	Law and Governance	18.11.22	20.11.22
Councillor P Hetheron	Cabinet Member for City Services		18.11.22	22.11.22

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Appendix A – Plan of Cannon Park Area 20mph Zone



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

Objection Summary (common theme from objectors)	<p>I think the 20 mile per hour speed limit and rondels are not necessary and completely over the top in both Cannon Park Road and Fairlands Park. Having lived in Fairlands Park for 26 years I have never seen anybody speed.</p> <p>I think the council would have better things to spend their money than this project.</p>
Response to Objection	<p>There is potential for Cannon Park Road to be used as a cut-through and therefore the reduction in the speed limit to 20mph is justified from a road safety perspective.</p>
Objection Summary	<p>I write concerning the proposed introduction of a 20mph speed limit in Cannon Park Road following the installation of road safety schemes in the Cannon Hill Road area. We believe that speed limiting measures such as roundels should only be installed when there are likely to be real benefits: roundels and cushions cause increases in pollution and noise due to the traffic slowing down and then accelerating after each one and this should be avoided if possible. We have watched to see if there has been any increase in traffic in Cannon Park Road since the 20mph zone was introduced in the Cannon Hill Road area and there has been no noticeable change. To our knowledge there has never been an accident in the road (we have lived here for over 50 years) and we therefore feel that the proposed scheme in Cannon Park Road is undesirable and unnecessary and a waste of money.</p>
Response to Objection	<p>The proposed 20mph speed limit zone is not proposing any physical traffic calming measures. A 20mph speed limit zone has signage and carriageway markings to reinforce the speed limit and to remind drivers to drive carefully. The council will monitor the situation to ensure it is effective as optimising speed compliance.</p>

Appendix C – Letter of Support for the Road Safety Scheme

Support	<p>There are many cars currently travelling at far higher speeds along Cannon Park Road. However, I am afraid that simply installing roundels along the road will not resolve this issue. People who clearly break the law re 30mph when they are doing 50mph will simply not slow down to 20mph because of a roundel. What is clearly required is the installation of a pair of speed humps at appropriate positions along Cannon Park Road. It is acknowledged by the proposal that there is an issue of traffic speeding along Cannon Park Road, and the only realistic way to enforce this is to install such speed humps. The issue has been exacerbated by drivers using the road as a cut through to the A45 from Kenilworth to avoid the traffic lights and the raised humps and cushions on Cannon Hill Road. The cost of installing two sets of speed humps will not be great and would provide an effective conclusion to the wider area scheme introduced earlier this year. Fairlands Park is clearly not an issue given the short sections of road involved and because it is a cul-de-sac.</p> <p>On a separate but related matter, there is a remaining 30mph roundel at the Kenilworth Road end of Cannon Hill Road together with the 30mph signs. Does this mean that the 20mph zone starts just beyond the junction with Cannon Park Road where there is a 20mph roundel? If this is the case, I would suggest it seems somewhat confusing to drivers given that there are no equivalent 20mph signs to notify the start of the zone, other than the roundel on the road. I would be interested to know what is the actual situation.</p>
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