



To: Neighbourhoods and Communities Scrutiny Board (4)

Date: 9th November 2023

Subject: Average Speed Enforcement (ASE) update

1 Purpose of the Report

- 1.1 Coventry City Council receives many concerns from residents and Members across the city about inappropriate vehicular speed; this includes a significant number of petitions requesting road safety measures. As the highway authority, we are responsible for setting speed limits on our local roads. West Midlands Police (WMP) are responsible for enforcing speed limits, and we collaborate to optimise speed limit compliance.
- 1.2 In line with our regional partners, Coventry City Council is committed to reducing the number of people killed or seriously injured (KSIs) on our road network. The refreshed Regional Road Safety Strategy 2023-2030 is a 50 % reduction by 2030 o (based on the 2015-2017 average).
- 1.3 Over the last 3-year period (22/07/2020 to 21/07/2023), a total of 1231 personal injury collisions occurred on Coventry's roads, and this resulted in 1577 casualties. In-depth analysis has revealed a significant number of personal injury collisions are attributed to inappropriate vehicular speeds.
- 1.4 This report explores the impact of the Average Speed Enforcement (ASE) projects in Coventry, including the initial schemes on London Road and Ansty Road that have been operational for over 3 years and proposed ASE schemes.
- 1.5 This report provides an early indication of the impact of the two initial ASE schemes as these have now been operation for a full three years and this brief explores the available data. Three years' worth of data is normally required to indicate the long-term impact of the ASE project and whether it has been successful or not. This brief also provides initial indications of the other "live" ASE schemes in Coventry, and this includes an evaluation of personal injury collisions and available vehicular speeds, which are considered to determine the impact of ASE on each of the existing routes in Coventry.
- 1.6 Early indications of the ASE schemes are very positive, and this includes a significant reduction in KSIs and vehicular speeds. The final section of the report explores ASE locations that will "go-live" shortly and the forthcoming ASE project on Hearsall Lane. Appendix 1 is a map showing schemes that are currently live and those that will "go-live" shortly.

2 Recommendations

- 2.1 The Neighbourhoods and Communities Scrutiny Board are recommended to:
- 1) Consider the information in the briefing note on the impact of current schemes,
 - 2) Support the implementation of forthcoming ASE schemes,
 - 3) Identify any further recommendation to the appropriate Cabinet Member

3 Information/Background

- 3.1 Speeding continues to be a significant contributory factor in recorded personal injury collisions in Coventry. A total of 1231 personal injury collisions occurred on Coventry's Road network over the last 3-year period, this resulted in 1577 casualties. Of these, 15 were fatalities and 219 were seriously injured. Further analysis has revealed that a significant proportion of KSI's were attributed to drivers travelling at excessive speeds, careless and aggressive driving.
- 3.2 To assist in achieving a significant reduction in KSI's, Coventry City Council has invested in innovative technology including ASE. We are also working with West Midlands Police with traditional speed enforcement techniques such as Mobile Camera Enforcement and Community Speedwatch.
- 3.3 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.
- 3.4 Although the primary purpose of ASE is speed compliance and consequent collision reduction, other benefits include minimising air pollution. ASE encourages drivers to travel at a constant speed and this reduces the negative environmental effects associated with vehicles accelerating and braking excessively.
- 3.5 Baseline traffic speed and personal injury collision data was collected before and after the installation of the ASE schemes to provide an indication to the changes to driver behaviour. The data contained in this report is for evaluation purposes and not to definitively gauge the ASE project a success or not. The data used is based on the limited data available, and best practice for road safety analysis usually takes into account a minimum three-year period of road traffic injury collisions (RTCs) data. The data is regularly reviewed.

4 Review of Existing ASE Schemes Baseline Data

- 4.1 The data as referred to in 2.5 is regularly reviewed. Since the first schemes were installed in 2019, there has been a total of 148,777 camera activations across Coventry.

Table 1: Before and After Personal Injury Collisions History on Existing ASE Schemes

ASE Scheme / Location	Before ASE Personal Injury Collisions (3yrs before)	Up to a 3 year review after ASE went live Personal Injury Collisions (Updated)	Date scheme went live
London Road (Toll Bar to Allard Way)	16	9	(01/07/20)
London Road Extension (Ring Road to Allard Way)	15	16	(01/01/19)
Ansty Road (Dane Road to Hinckley Road)	26	8	(01/01/19)
Ansty Road (Hinckley Road to City Boundary)	12	6	(01/07/20)
Binley Road	29	13	01/01/20
Henley Road	25	11	01/01/20
Longford Road	36	28	26/02/21
Bell Green Road	12	2	26/02/21
Burnaby Road/ The Scotchill	9	5	26/02/21
Foleshill Road	47	10	26/06/21
Stoney Stanton Road	22	15	01/04/22

- 4.2 In the three-year period before the first ASE schemes were introduced in 2019, there was a total of 249 people injured on the roads that currently have ASE schemes in operation. Since the introduction of ASE, this has reduced to 116 personal injury collisions. This is a reduction in personal injury of over 50%.
- 4.3 A review of the first two projects London Road (Toll Bar to Allard Way) and Ansty Road (Dane Road to Hinckley Road) has highlighted a significant reduction in personal injury collisions, including KSIs.
- 4.4 The 3-year period before ASE, London Road experienced 16 personal injury collisions, including 3 fatalities and 6 serious personal injury collisions 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.
- 4.5 The London Road ASE project became operational in January 2019 to date there has been 9 personal injury collisions recorded since the go-live date. Further analysis revealed that the collisions resulted in two serious and seven slights. Of the serious collisions, data revealed that the causation factors were not speed related. The first serious collision involved an ‘intoxicated’ pedestrian that entered the highway without due care and attention. The second serious collision also involved a pedestrian that stepped into the highway environment without due care.

4.6 The Ansty Road ASE project became operational in January 2019 to date there has been eight personal injury collisions recorded since the ASE camera 'go-live' date. Analysis of the causation factors highlighted a vehicle entering Ansty Road from Hocking Road without due care and attention. All collisions were classified as slight in severity and there were no KSIs since the introduction of ASE.

Table 2: Before and After Killed or Seriously Injured (KSI) Personal Injury Collisions Rates on Existing ASE Schemes

KSI			
ASE Scheme / Location	KSI (3yrs before)	3 years after ASE went live KSI (Update)	Date scheme went live
London Road (Toll Bar to Allard Way)	4	0	(01/07/20)
London Road Extension (Ring Road to Allard Way)	1	2	(01/01/19)
Ansty Road (Dane Road to Hinckley Road)	6	0	(01/01/19)
Ansty Road (Hinckley Road to City Boundary)	2	2	(01/07/20)
Binley Road	10	3	01/01/20
Henley Road	9	1	01/01/20
Longford Road	5	6	26/02/21
Bell Green Road	2	2	26/02/21
Burnaby Road/ The Scotchill	3	0	26/02/21
Foleshill Road	9	4	26/06/21
Stoney Stanton Road	3	4	01/04/22

Table 3: Level of Enforcement and Speeds

	Level of Enforcement*	Speed after ASE (85% percentile)	Date scheme went live
London Road (Toll Bar to Allard Way)	2377	29.8	(01/07/20)
London Road Extension (Ring Road to Allard Way)	9613	29.9	(01/01/19)
Ansty Road (Dane Road to Hinckley Road)	1845	32.2	(01/01/19)
Ansty Road (Hinckley Road to City Boundary)	958	35.8	(01/07/20)
Binley Road	3215	26.6	01/01/20
Henley Road	1639	28.3	01/01/20
Longford Road	65	25.8	26/02/21
Bell Green Road	282	25.6	26/02/21
Burnaby Road/ The Scotchill	293	27.6	26/02/21
Foleshill Road	2300	27.1	26/06/21
Old Church Road	15	26.1	01/04/22

*Number of activations along the ASE route since scheme 'gone live'.

5 Forthcoming ASE Schemes

5.1 There are a number of ASE schemes where ASE camera infrastructure has been installed and the scheme is due to "go-live" shortly. These are:

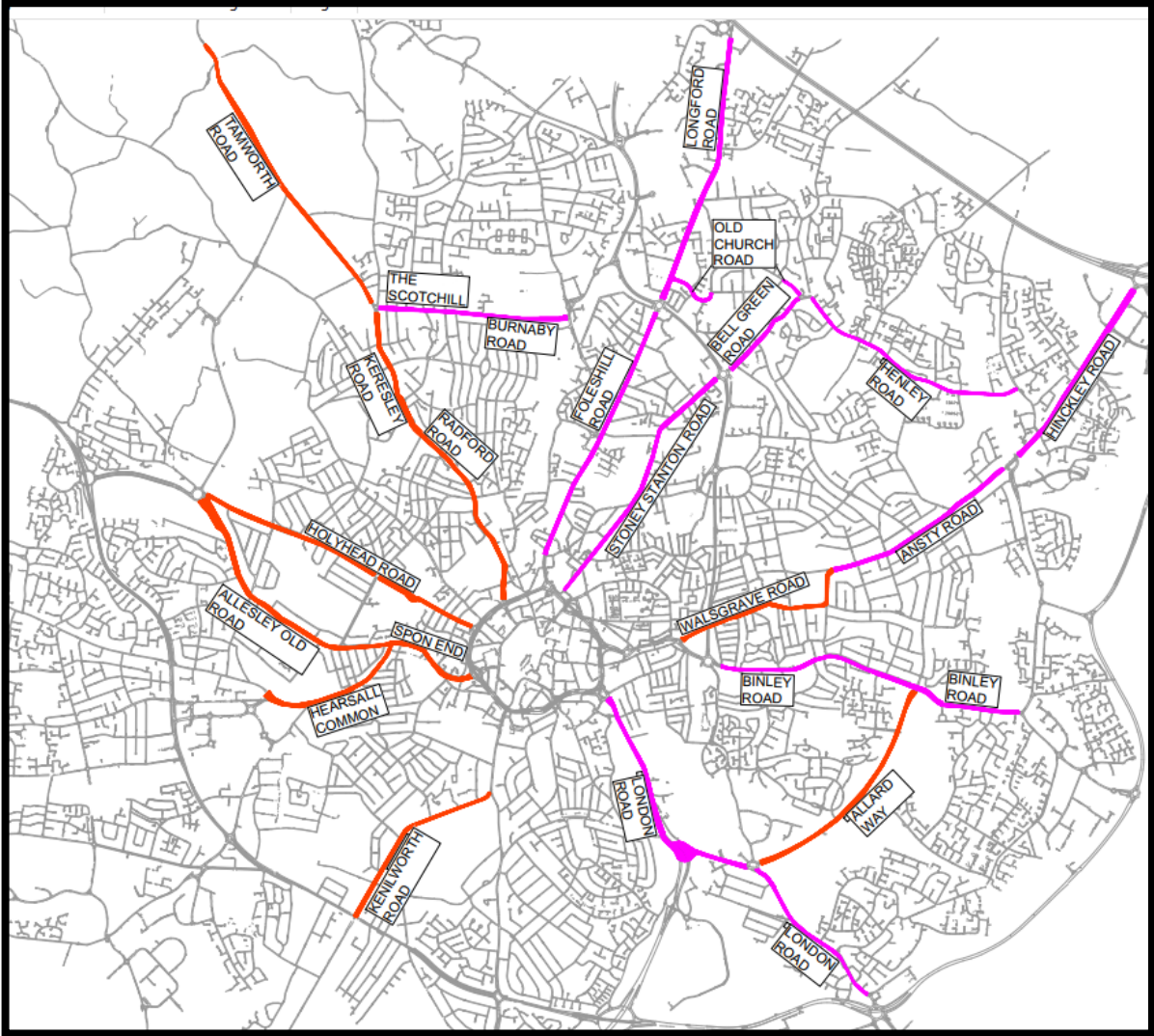
- Allard Way – Kenilworth Road**
- Allesley Old Road**
- Holyhead Road**
- Hearsall Common** - Street News to be issued and infrastructure to be installed.

Appendix 1 - Map


AUTHOR'S NAME, DIRECTORATE AND TELEPHONE NUMBER

Joel Logue, Civil Engineer (Highways, Traffic and Road Safety)

Appendix 1 – Map



KEY

-  Operational
-  Ready to go live