
Cabinet Member for City Services

8th November 2024

Name of Cabinet Member:

Cabinet Member for City Services - Councillor P. Hetherton

Director approving submission of the report:

Director of City Services and Commercial

Ward(s) affected:

Wainbody

Title:

Stoneleigh Road & Gibbet Hill Road - Objection to Proposed 30mph Speed Limit

Is this a key decision?

No

Executive summary:

Stoneleigh Road and Gibbet Hill Road are local distributor roads providing access between Kenilworth Bypass (A46), Kenilworth Road (A429) and the University of Warwick Campus.

A reduction of the current 40mph speed limit to 30mph is proposed to improve amenity for vulnerable road users (pedestrians and cyclists), reduce vehicle speeds, improve road safety and address speeding concerns of residents.

As a result, a 30mph speed limit has been proposed for both Gibbet Hill Road and Stoneleigh Road with the corresponding Traffic Regulation Order (TRO) being formally advertised on 1 August 2024. During the statutory twenty-one-day consultation period, one objection and one endorsement were received. Both were contacted and provided with further information to clarify and address any concerns. Whilst these discussions were positive, the single objection remains and in accordance with the City Council's procedure for dealing with objections to proposed TROs, the matter is now being reported to the Cabinet Member for City Services for a decision on how to proceed.

If the TRO is approved, the cost to introduce the changes will be funded from the 2024/25 Traffic Management allocation of the capital funded Local Network Improvement Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- (1) Consider the objection to the proposed reduction of speed limit on Stoneleigh Road and Gibbet Hill Road.
- (2) Subject to recommendation 1, approve the City of Coventry (Stoneleigh Road & Gibbet Hill Road) (40mph Speed Limit) Revocation Order 2024 is made operational.

List of Appendices included:

Appendix One – Stoneleigh Road & Gibbet Hill Road – Location Plan – Proposed 30mph Speed Limit (Drawing no. Stoneleigh/TRS/003)

Background papers:

None

Other useful documents

None

Has it or will it be considered by Scrutiny?

No

Has it 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: Stoneleigh Road & Gibbet Hill Road - Objection to Proposed 30mph Speed Limit

1. Context (or background)

- 1.1. Stoneleigh Road is a cross-boundary road which is predominately located within the neighbouring authority of Warwickshire and as such, sits outside of the direct control of Coventry City Council. The section within Warwickshire is predominately rural in nature and is unrestricted and as such, is subject to a 60mph speed limit. Over a number of years the road has been impacted by ongoing HS2 works which have resulted in a temporary speed limit of 30mph being in place for the full extent of the road. This has generally operated well and has prompted no direct complaints to Coventry City Council. Longer term it is understood that it is the intention of Warwickshire County Council to reduce the speed limit of the section of road within Warwickshire to 50mph. It should be noted that the area to the north of this section of Stoneleigh Road is an allocated housing site, with the Kings Hill development having been granted planning approval, and this will, in time, change the rural nature of this section of Stoneleigh Road.
- 1.2. A 700m length of the road at the northern end of the road falls within the Coventry City boundary. This section of the road is subject to a 40mph limit and is predominately residential in nature with properties fronting the road continuously along its length. It should be noted that this section of road does not benefit from any formal footway and as such pedestrians and cyclists using the road typically use the carriageway on this section of the road. A 30mph speed limit is proposed for this section of Stoneleigh Road which will complement the proposed change within Warwickshire and will aid appropriate speed management mindful of the environment and propensity for vulnerable road user use of this section of road.
- 1.3. Gibbet Hill Road has a 40mph speed limit for approximately 280m from the roundabout on Kenilworth Road (A429). Whilst the road does have a footway on the north side of the carriageway, it is also residential in nature with frontage properties in addition to the Gibbet Hill campus of the University of Warwick. The remainder of the road is already subject to a 30mph speed limit. In the interests of improved amenity for vulnerable road users, the benefits to road safety and to provide clarity for road users by providing a consistent speed limit along a road of consistent appearance, a 30mph speed limit is also proposed.
- 1.4. Within the statutory consultation period, one objection and one response in favour has been received.

2. Options considered and recommended proposal

- 2.1 Over the course of the twenty-one-day objection period a single objection was received in response to the proposal. This is summarised below:

'I would like to register my objection to the proposed 30mph speed limit on Stoneleigh Rd. Not sure what accident data shows this to be necessary. There are very wide sections of grass verge on both sides of the road, so pedestrians face little risk other than a short section over the railway bridge. Cyclists have sufficient access through

Coventry and Kenilworth routes. During term time and during 'rush hour' the traffic queues due to the inadequate local road infrastructure ensure no one can travel up to 40mph anyway. This is just another example of over regulation and wasting money.'

- 2.2 The objection received is acknowledged and has been fully considered as part of the preparation of this report. In doing so the following options have been assessed.
- 2.3 The options are to:
- i) not introduce the Order for the proposal
 - ii) make amendments to the Order for the proposal
 - iii) make the Order for the proposal as advertised
- 2.4 Whilst the comments raised by the objector are noted, retaining the current speed limits on both Stoneleigh Road and Gibbet Hill Road would not address the concerns raised regarding the consistency of speed limits along the road, which in turn impact compliance. The proposed reduction of speed limit within Warwickshire to 50mph is likely to result in reduced compliance with a 40mph limit on the section within Coventry due to the reduced differential between limits. It is also noted that at times speeds are already in line with the proposed 30mph and that leaving the speed limit at 40mph is counter to the Councils wider priorities to encourage active forms of travel, including walking and cycling and aid road safety. As such this option is not recommended.
- 2.5 It would be possible for Stoneleigh Road to be removed from the proposal whilst retaining Gibbet Hill Road and vice versa. It is noted that such an approach would only partially address the concerns initially raised to the Council and is likely to generate complaints from those residents living along any section of road excluded. The introduction of 30mph limits on Stoneleigh Road and Gibbet Hill Road at the same time ensures a consistent approach is adopted along the corridor which will enable the decluttering of signage and aid speed compliance. By excluding one or both sections this becomes not possible and results in frequent changes in speed limits, an approach not recommended by the Department for Transport. As such this option is also not recommended.
- 2.6 The proposed speed limit of 30mph on Stoneleigh Road will help to encourage appropriate speeds for the road, mindful of its environment and use. Lower speeds have been demonstrated to have a positive impact on injury severity should a collision occur and as such reduction in traffic speeds have the potential to significantly aid road safety. In addition, slower traffic speeds will reduce the speed differential between vulnerable road users, including cyclists and motor vehicles. A speed limit of 30mph will also complement the reduction in speed limit proposed for Stoneleigh Road within the neighbouring authority.
- 2.7 The proposed speed limit of 30mph for Gibbet Hill Road will bring consistency to the speed limit of Gibbet Hill Road between Kenilworth Road (A429) and the University of Warwick Campus, making it simpler for drivers to understand and comply. The length of proposed 30mph speed limit includes two controlled pedestrian crossings with a third approximately 200m away and reduced vehicle speeds will aid road safety at these locations where pedestrians and vehicles interact. A speed limit of 30mph will

improve the amenity for cyclists by reducing the differential in speeds between cycles and motor vehicles.

- 2.8 Installing the proposed 30mph speed limit is also considered to address the concerns of those residents, including Ward Councillors who initially sought for a speed limit review and reduction in speed limit.
- 2.9 For the reasons set out in sections 2.6 – 2.8 it is recommended that the Order as advertised is approved and implemented.

3. Results of consultation undertaken

- 3.1. The proposed TRO for the change of speed limit to 30mph was advertised in the Coventry Telegraph on 1st August 2024; notices were also placed on street in the area of the proposal. Letters were also sent to other various consultees. One objection was received and one response in support.

4. Timetable for implementing this decision

- 4.1. Should this proposal be approved, it is proposed to implement the Traffic Regulation Order within the current calendar year.

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

5.1. Financial Implications

The cost of introducing the proposed TRO is anticipated to be in the region of £5000. If approved this will be funded from the approved Local Network Improvement Programme allocation of the Highways Maintenance and Investment Capital Programme budget which forms part of the Local Transport Plan.

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 One Coventry Plan?

<https://www.coventry.gov.uk/strategies-plans-policies/one-coventry-plan>

The proposed implementation of the reduction of speed limit to 30mph 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. A reduction in the speed limit may increase cycle usage, encouraging residents, communities and businesses to take up active and green forms of travel

How is risk being managed?

None

6.2. What is the impact on the organisation?

None

6.3. Equalities / EIA?

The introduction of the proposed reduced speed limit will increase amenity and useability of pedestrian facilities, therefore encouraging increased use and improving road safety.

6.4. Implications for (or impact on) climate change and the environment?

None

6.5. Implications for partner organisations?

None

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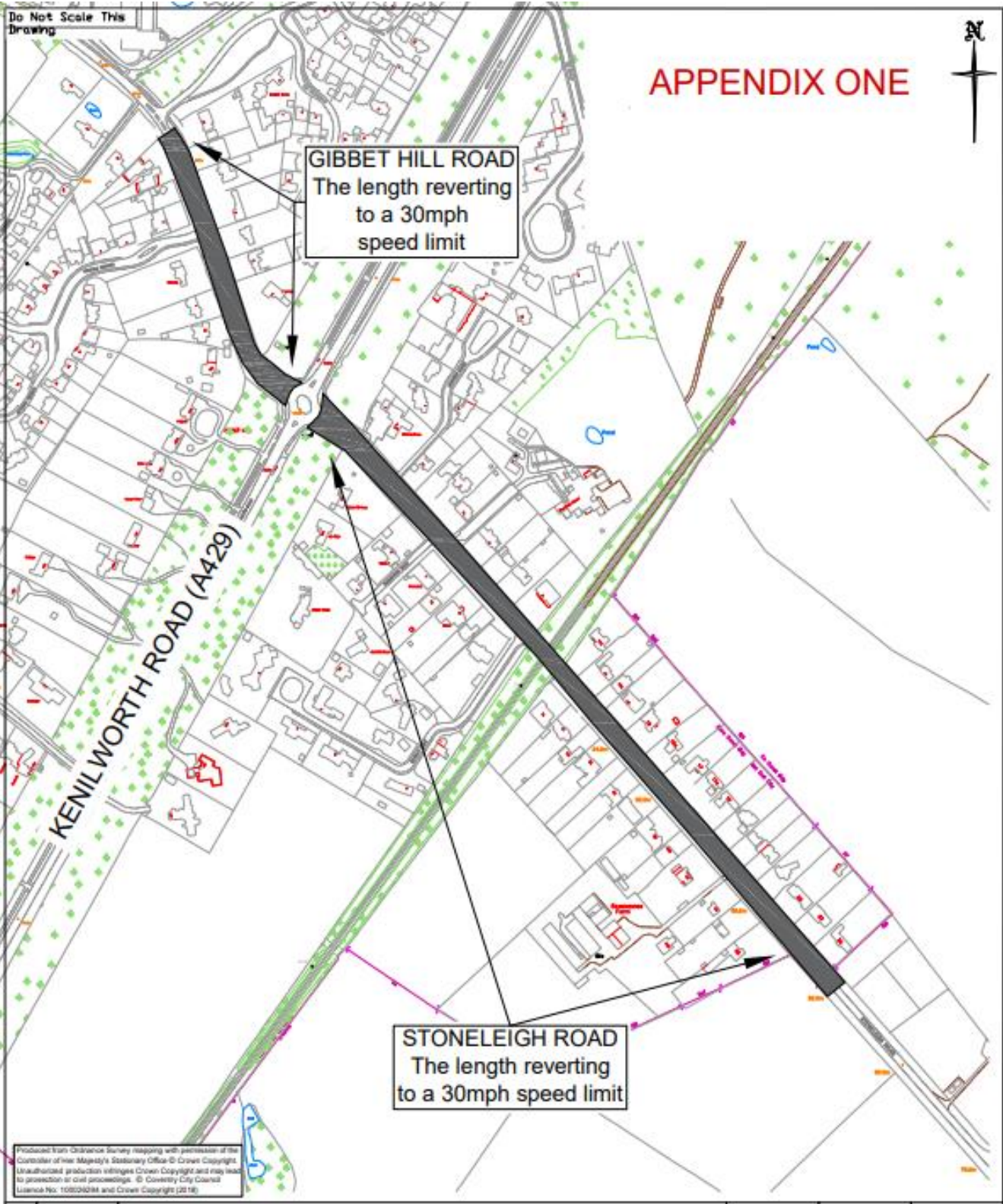
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Enquiries should be directed to the above person

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Caroline Taylor/Michelle Salmon	Governance Services Officer	Law and Governance	30/9/2024	30/9/2024
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John Seddon	Strategic Lead Policy and Innovation	City Services and Commercial	30/09/2024	30/09/2024
Helen Williamson	Finance Manager	Finance and Resources	15/10/2024	15/10/2024
Rob Parkes	Team Leader, Legal Services	Law and Governance	30/09/2024	30/09/2024
Councillor P Hetherton	Cabinet Member for City Services	-	16/10/2024	22/10/2024

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Rev.	Date	Description	Drawn	Checked	Approved
Project Title:			 PLACE DIRECTORATE, TRANSPORT AND INFRASTRUCTURE, TRAFFIC MANAGEMENT, FLOOR 8, ONE FRISGATE, COVENTRY, CV1 2GN TEL: 024 7683 4333 FAX: 024 7683 1324		
STONELEIGH ROAD & GIBBET HILL ROAD TRAFFIC REGULATION ORDER					
Drawing Title:			Scale at A3	Status	
LOCATION PLAN - PROPOSED 30mph SPEED LIMIT			NTS	Draft	
			Drawn	Checked	Approved
			RE 12/07/2024	CA 29/07/2024	CA 27/07/2024
Drawing Number:					Rev
Stoneleigh/TRS/003					-