

Cabinet Member for City Services

23 July 2025

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Regeneration and Economy

Ward affected:

Whoberley

Title:

Objections to Proposed 20mph Speed Limit as advertised in the City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025

Is this a key decision?

No

Executive Summary:

On 20 March 2025, the City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025 was advertised which proposed to introduce a 20mph speed limit on 41 streets within the Allesley Park Area.

Six (6) objections were received and two (2) in support of this proposal. The six (6) objectors were contacted as per the legislative framework and as a result, one (1) objection was withdrawn.

Coventry City Council's procedure for dealing with objections to proposed Traffic Regulation Orders is to submit a report to the Cabinet Member for City Services so that a decision on how to proceed can be made.

The cost of introducing the proposals, if approved, will be funded from the Highways Maintenance and Investment Capital Programme budget, through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- 1) Consider the objections to the proposed 20 mph speed limit zone as advertised on 20 March 2025.

- 2) Subject to Recommendation 1) above, approve that the Traffic Regulation Order as advertised on 20 March 2025, is introduced.

List of Appendices included:

Appendix 1 – List of Streets included in the Order as advertised on 20 March 2025

Appendix 2 – Speed Survey Results Summary

Appendix 3 – Location Plan: Allesley Park Area, Proposed 20 mph Speed Limit

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 Speed Limit as advertised in the City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025

1. Context (or background)

- 1.1 Several requests for changes to the roads in and around the Allesley Park area were received in 2023 and 2024. These ranged from introducing new controlled pedestrian crossings, introducing new parking restrictions, reducing the speed limit generally and in proximity to the three schools within this area.
- 1.2 Vehicle Speed Surveys were undertaken at five locations throughout the area in order to determine accurate speeds so that, if required, changes could be made to the road layout. The speed surveys results showed that in four of the five locations, traffic speeds were slow enough to support a 20mph Speed Limit without the need for engineering or construction changes (traffic calming). The City of Coventry (Allesley Park Area) (20mph Speed Limit) Order 2025 proposed to change the speed limit from 30mph to 20mph in the area identified by the four speed surveys. The fifth location was not included in this proposal.
- 1.3 As part of a Traffic Regulation Order consultation process, individuals or organisations can formally object and this report records those objections and makes recommendations about how to resolve them.

2. Options considered and recommended proposal

- 2.1 Six (6) objections were received to the proposal along with two (2) responses in support.
- 2.2 All objectors were contacted with further information or responses to their questions and asked if they would consider the withdrawal of their objection. One individual objection was removed leaving five (5) objections to be considered within this report.
- 2.3 The options are to:
 - a) Not introduce the Order for this proposal in its entirety
 - b) Make the Order for this proposal as advertised
- 2.4 Currently all the streets within this proposal have a 30mph speed limit, by virtue of being street lit. The proposal is to change the speed limit on the streets set out in Appendix 1. to 20mph.
- 2.5 Comments from objectors in support of their objections have been grouped by theme and are summarised in the table below:

Ref	Objection	No.
O1	The money should be spent of parking enforcement	3
O2	It would be better to have 20mph just at the schools and at school times	2

O3	Its impossible to achieve 20mph at school time due to traffic anyway	1
O4	There is no evidence that reduced vehicle speed improves pedestrian safety	1
O5	If drivers aren't adhering to a 30mph, why will they to a 20mph?	1
O6	The money should be spent on new pedestrian crossings	1
O7	20mph is too fast in some of the closes and cul-de-sacs	1
O8	Larger vehicles cannot travel up the hills at 20mph which will concentrate vehicles onto other streets	1
O9	There is too little traffic and too few pedestrians to gain any benefit	1
O10	Drivers will now have to concentrate on their speedometer rather than the road	1

2.6 A detailed response to each of the objections raised is set out in the following paragraphs:

2.7 Objection O1: Existing Traffic Regulation Orders are in place and parking enforcement already takes place, usually in the vicinity of the commercial premises and community buildings along Winsford Avenue and Whitaker Road.

2.8 Objection O2: There is no mechanism to introduce regulatory and enforceable speed limits that are in effect only part time. Only advisory, part time speed limits have been introduced outside schools.

To introduce advisory 20mph speed limits at the three schools within this proposal would require six sets of speed limit terminal signs to cover the locations. Frequent changes in speed limits, advisory or statutory, are to be avoided as it does not provide a consistent approach to speeds throughout an area which can result in enforcement not taking place. Frequent changes and short lengths of speed limits lead to confusion for motorists as well as adding to street clutter and increasing the Council's maintenance commitment.

2.9 Objection O3: Introducing a 20mph throughout this area will reduce vehicle speeds throughout the estate rather than in isolated locations at specific times.

2.10 Objection O4: Slower vehicle speeds generally means that drivers have more time to assess hazards, make reactions or adjustments and stop a vehicle as thinking time and braking distance is reduced. Even should a collision take place, reduced vehicle speeds results in a reduced severity of injury.

Road Safety GB have published that, on average:

- A pedestrian is four times more likely to be killed if hit by a vehicle at 40mph than at 30mph
- A pedestrian has a 20% chance of survival if hit at 30mph
- A pedestrian has a 97.5% chance of survival if hit at 20mph

- 2.11 Objection O5: There is little evidence of perpetual speeding by motorists across this area, supported by the speed surveys completed for this proposal (Appendix Two to the report). Average speeds were shown to be in the low twenties (mph) which supports a 20mph speed limit. 85th percentile speeds (the speed at which 85% of vehicles are travelling at or below) were in the mid-twenties (mph).
- 2.12 Objection O6: Across this large estate, pedestrians are moving in many directions to and from a variety of facilities (4 schools, a parade of shops, bus stops, neighbourhood centre, community centre, public house, between residential properties and so on) and so, by reducing the speed limit throughout, there will be an improvement in road safety across all the streets. Introducing pedestrian crossings does provide an enhanced facility and feeling of safety for pedestrians however a crossing can serve only a single location, usually where there is a definitive and recognised route used by pedestrians.

This varied movement of pedestrians and vulnerable road users makes it difficult to select locations to introduce one or two pedestrian crossings that would serve these many different routes and destinations. At the same time, it would leave many streets without the benefit of a reduced speed limit.

2.13 Remaining Objections:

The suggestion that the road will become more dangerous because drivers are monitoring a speedometer or that 20mph is too fast in cul-de-sacs or slow for large vehicles and there is too little traffic to justify as reasons to object to the introduction of a new speed limit are difficult to quantify. While these remarks are included in the record, they are not substantiated by evidence and are therefore not accepted as correct. It is noted that 20mph are an established tool used extensively nationally on residential roads across the country. The data independently collated by Road Safety GB and summarised in section 2.10 of the report above, clearly sets out the benefit of reduced speeds. Drivers have a responsibility to manage their speeds and adhere to the posted speed limits. Drivers are required to monitor their speed regardless of the limit and drive appropriately, with 20mph considered an appropriate maximum speed for the roads in question mindful of current road layouts, alignment and driven speeds.

3. Results of consultation undertaken

- 3.1 The proposed TRO for the change of speed limit to 20mph was advertised in the Coventry Telegraph on 20 March 2025; notices were also placed on street in the area of the proposal. Six objections were received and two responses in support.
- 3.2. Elected Members of any Wards affected received all proposals within their respective Wards for dissemination.

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 £22,000. If approved this will be funded from the Local Network Improvement Programme through the City Region Sustainable Transport Settlement (CRSTS) allocation for 2025/26.

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 Regulation 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 the Council's intention to make Traffic Orders and to inform various stakeholders, including the Police and the public. The Council 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 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?

No direct risk identified as part of the decisions recommended by this report. Any project risk will be managed through internal project governance processes.

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA?

The introduction of the proposed changes will assist road safety and in some cases access for pedestrians.

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

None

6.6 Implications for partner organisations?

None

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Councillor P Hetherton	Cabinet Member for City Services	-	26/06/2025	14/07/2025

This report is published on the council's website: www.coventry.gov.uk/council-meetings

List of Streets Included within the Order as advertised: 20 March 2025

Aldbury Rise	Fingest Close	Sherington Avenue
Allesley Hall Drive	Flaunden Close	South Ridge
Amersham Close	Frilsham Way	Torbay Road
Beche Way	Hatridge Walk	Victoria Court
Bletchley Drive	Hazlemere Close	Wendover Rise
Buckingham Rise	The Jordans	West Ridge
Buckhold Drive	Kendall Rise	Whitaker Road
Chalfont Close	Kimble Close	Wildcroft Road
Chenies Close	Marlowe Close	Winsford Avenue
Cheriton Close	Marlston Walk	Winslow Close
Chetwode Close	Marriners Lane	Woodburn Close
Chylds Court	Pangfield Park	Wyld Court
Datchet Close	Pyt Park	Torbay Road
Denham Avenue	Risborough Close	The Triangle

Speed Survey Result – Summary

Description	Direction	Ave Speed (mph)	85th %ile (mph)	Ave Flow	Speed Limit
Winsford Avenue, east of Torbay Road	East	23.2	28.7	2997	30
	West	22.4	27.3	3687	30
Winsford Avenue, east of The Jordans	East	22.3	27.3	1907	30
	West	22.0	26.2	3238	30
Winsford Avenue, north of Bletchley Drive	North	21.3	25.9	1304	30
	South	22.4	26.7	1666	30
Wildcroft Road, north of Lyndale Road	North	28.5	32.5	4351	30
	South	28.6	33.5	2766	30
Overdale Road	North	19.3	25.9	226	30
	South	18.5	24.3	209	30

Location Plan – Allesley Park Area Proposed 20mph Speed Limit

