

SPEED LIMIT & TRAFFIC REGULATION ORDER REVIEW

1.0 EXECUTIVE SUMMARY

- 1.1 This report identifies key elements of necessary review work on speed limits and Traffic Regulation Orders to be undertaken in the next two years for the Council as local Highway Authority to comply with statutory requirements.
- 1.2 It seeks Cabinet's approval to engage consultants via the existing Consultancy Framework in order to complete the review within the set timescale.
- 1.3 The cost of this work is to be met from Local Transport Plan 2008-2011 capital allocations.
- 1.4 This is a key decision included within the Forward Plan.

2.0 BACKGROUND

2.1 Classified Road Speed Limit Review

2.1.1 The Department for Transport (DfT) has published new guidance for the setting of local speed limits in the form of Circular 1/06. The document supersedes and builds on the principles of the original guidance set out in Circular 1/93. The new guidance reflects on the developments of speed management policies and research of recent years and combines a range of powers and techniques associated with setting appropriate speed limits.

2.1.2 The main objectives of Circular 1/06 are:

- the provision of up to date and consistent advice to Traffic Authorities
- improved clarity which will aid greater consistency of speed limits across the country
- the setting of more appropriate local speed limits, including reduced or increased limits where conditions dictate
- the setting of local speed limits that better reflect the needs of all road users, not just motorised vehicles
- improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives
- improved recognition and understanding by road users of the risks involved on different types of road, the speed limits that apply, and the reasons why
- improved respect for speed limits, and in turn improved self compliance
- continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor

2.1.3 In order to achieve these objectives, the DfT requires all Traffic Authorities to undertake a review of speed limits on all A and B classified roads and implement any necessary changes by 2011.

2.1.4 The layout of the road network in Wirral means that there are a number of C classified roads which form important local distributor routes linking A or B classified roads. Additionally, officers are mindful that inappropriate speed on rural roads also creates many issues for other road users. In order to ensure uniformity throughout

the highway network, it is proposed that the review of speed limits will also include C classified roads.

2.1.5 Cabinet will also be aware of the Roadsafe Action Plan jointly entered into with Merseyside Police, the sole purpose of which is to reduce the number of collisions and personal injuries in line with the national indicator set, the LAA and Corporate and Departmental targets. This review will assist in the achievement of these objectives.

2.2 Traffic Regulation Order Review

2.2.1 Members will appreciate that, historically, we have been in receipt of enquiries relating to many locations which would benefit from a review of the existing parking conditions. However, the deployment of resources into other key activities has not enabled this work to proceed as quickly as we would have hoped.

2.2.2 By adopting a holistic approach, the inclusion of TRO's will enable the existing significant backlog of enquiries to be efficiently addressed as a parallel exercise.

2.2.3 The review of TROs will cover issues such as the need to prevent/reduce personal injury accidents, reduce congestion and delay on major routes, promote the use of more sustainable modes of transport and assist with economic growth and regeneration.

2.2.4 The suitability of existing waiting restrictions will also be considered along with the potential need for additional measures. Lengths of road or junctions with no waiting restrictions will also be reviewed in order to identify any other areas where parked vehicles are giving rise to road safety issues.

2.2.5 Particular consideration is given to the Authority's Network Management duties under the Traffic Management Act 2004 and in particular the requirement to "secure the expeditious movement of traffic on the Authority's road network".

3.0 PROJECT BRIEF

3.1 As identified in paragraph 1.2, it is recommended to engage consultants from the existing Consultancy Framework previously approved by Cabinet.

3.2 Attached for Cabinet's information and noting is a draft commissioning project brief which it is intended to be developed with the Consultants.

3.3 The importance of undertaking these reviews cannot be underestimated. Firstly as a local Highway Authority we have to comply with statutory requirements and secondly as the scope of the reviews suggest the efforts and attention towards lowering the number of collisions involving personal injury is paramount.

3.4 The project brief also encompasses the requirement for the consultants to provide an IT GIS data capture programme such that all historic data reviewed and all new proposals arising out of the reviews are accurately captured within one system.

4.0 FINANCIAL IMPLICATIONS

4.1 Wirral is not alone in undertaking this scope of work. Officers have sought advice from other local Highway Authorities, some of which are some way into their projects, and have been able to estimate the level of funding typically required to carry out this work based on their experiences.

4.2 The cost of the entire project, for the review of speed limits and traffic regulation orders, will be met from the existing LTP 2008-2011 budget and can be broken down as follows:

- £225k in 2009/10
- £155k in 2010/11

4.3 As detailed in the attached Project Brief, the use of a Consultant from the Council's existing Consultancy Framework will enable the review to be completed within the required timescale.

5.0 STAFFING IMPLICATIONS

5.1 Existing staff will be used to further progress the commission and client the project through to completion.

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

6.1 There are no specific ethnic minority or elderly persons implications, although lower speed limits and attention to waiting restrictions should make the road safer.

7.0 COMMUNITY SAFETY IMPLICATIONS

7.1 The review of speed limits and waiting restrictions will assist in the achievement of the Council's Corporate Objective and LAA targets to reduce the number of people killed or seriously injured in traffic accidents. The review also has the potential to improve the quality of life for local communities and vulnerable road users.

8.0 LOCAL AGENDA 21 IMPLICATIONS

8.1 The control of parking is part of a wider strategy to reduce reliance on the use of the motorcar to improve the overall quality of life for those who visit, live or work in Wirral.

9.0 PLANNING IMPLICATIONS

9.1 There are no direct planning implications arising directly from this report.

10.0 HUMAN RIGHTS IMPLICATIONS

10.1 There are no human rights implications arising directly from this report.

11.0 ANTI-POVERTY IMPLICATIONS

11.1 There are no specific anti-poverty implications arising directly from this report.

12.0 SOCIAL INCLUSION IMPLICATIONS

12.1 There are no specific social inclusion implications arising directly from this report.

13.0 ACCESS TO INFORMATION ACT

13.1 No background papers have been used in the preparation of this report.

13.0 LOCAL MEMBER SUPPORT IMPLICATIONS

13.1 This report has implications for all wards.

14.0 BACKGROUND PAPERS

14.1 Department for Transport Circular 1/06 "Setting Local Speed Limits" has been used in the preparation of this report.

15.0 RECOMMENDATIONS

That

- (1) the statutory requirement to review speed limits on all A and B classified roads by 2011 be noted;
- (2) the Director of Technical Services be authorised to engage consultants from the Consultancy Framework to undertake a review of all speed limits and Traffic Regulation Orders on all A, B and C class roads as suggested in this report;
- (3) funding from the LTP Capital Programme 2008-2011 be endorsed as follows:
£225,000 in 2009/10
£155,000 in 2010/11
- (4) the Director of Technical Services to provide further reports as necessary to update Cabinet on the progress of this Review.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

CONSULTANT FRAMEWORK ARRANGEMENT PROJECT BRIEF

PROJECT: SPEED LIMIT AND TRAFFIC REGULATION ORDER REVIEW

1.0 INTRODUCTION

- 1.1 Following the publication of Circular 1/06 "Setting Local Speed Limits", Wirral Council is mindful of the requirement to review the speed limit on all A & B classified roads, and introduce any necessary changes by 2011.
- 1.2 The review of speed limits will aim to achieve the objectives set by the Department for Transport and will therefore be carried out in accordance with the guidance as documented in Circular 1/06.
- 1.3 Together with the review of speed limits, under the Council's Network Management Duty under Part 2, Section 16 of the Traffic Management Act, a review of Traffic Regulation Orders, in the form of suggesting or revoking / amending waiting restrictions, will also be carried out.
- 1.4 The review of waiting restrictions will allow officers to consider the suitability of existing schemes and the effect on the highway network of any additional schemes, the need for which may be identified as part of the review.
- 1.5 A number of C classified roads also form part of the Council's Network Management "Road Hierarchy Plan", forming strategic routes between the A and B road network. The Council is therefore of the opinion that the full C classified road network will be included in both the review of speed limits and waiting restrictions.
- 1.6 The highway network subject to review totals 210km and can be broken down as follows:
- | | | |
|-------------------|---|------|
| A classified road | - | 98km |
| B classified road | - | 62km |
| C classified road | - | 50km |
- 1.7 The combined review will consider the need to prevent/reduce personal injury accidents, reduce congestion and delay, promote the use of more sustainable modes of transport and assist with economic growth and regeneration.
- 1.8 The Council receives many enquiries relating to the suitability of existing waiting restrictions when compared to the modern environment. Consideration will therefore be given to the suitability of existing waiting restrictions on the classified road network. The Council is mindful of its requirement under the Traffic Management Act to "secure the expeditious movement of traffic on the Authority's road network" and the potential need for additional restrictions, where conditions dictate, in order to fulfil the duty will also be proposed as necessary.
- 1.9 The combined review may also have an effect on Unclassified side roads and therefore consideration will also be given to the extent of restrictions, speed limit or otherwise which may extend in to junctions and side roads.

2.0 SCOPE OF COMMISSION

2.1 The Consultant is required to undertake the following Services:

- (i) Identify, from site visits and captured data, the extent of all existing speed limits and waiting restrictions, including details and locations of all traffic signs and associated road markings (speed limit roundels, dragons teeth, yellow lines, time plates, etc) and plot on base line maps in electronic format;
- (ii) Carry out speed surveys in order to ascertain mean and 85 percentile speeds for routes, or parts of routes, as deemed necessary in order to carry out the review of speed limits;
- (iii) Complete detailed review of all speed limits against current guidance including PIA data and propose revised speed limits where necessary;
- (iv) Highlight to Officers the potential for cost savings such as the removal of illumination from traffic signs and/or the use of new technology;
- (v) Liaise as necessary within the statutory guidelines with Council Officers, Emergency Services, Elected Members and the General Public and others;
- (vi) Provide recommendations, with supporting evidence, for the introduction, alteration or removal of waiting restrictions, and for alterations to speed limits;
- (vii) Check and confirm that existing restrictions comply with the current Traffic Regulation Order and highlight anomalies to Council Officers;
- (viii) Prepare and submit for approval detailed designs of any speed limit and/or waiting restriction schemes that the Council chooses to adopt;
- (ix) Carry out necessary consultation with external bodies as necessary to implement any speed limit or waiting restrictions that the Council chooses to adopt;
- (x) Receive, process and respond to queries and/or objections received in relation to proposals;
- (xi) Prepare written reports for submission to Cabinet and/or the Streetscene and Transport Services Overview and Scrutiny Committee;
- (xii) Arrange for inclusive data capture within a mapping GIS system of all locations investigated within the review and to include for capture of all amendments.

2.2 Liaison Requirements:

- (i) Throughout the commission, the Consultant will be required to liaise as necessary with Council Officers, the Council's Contractor(s), Partners, representatives of the Statutory Undertakers and their agents, adjacent landowners and other stakeholders.
- (ii) Continuation of the Services after completion of those services to be performed under paragraph 2.1 of the Brief shall be conditional on the written approval of the Council to proceed.

2.3 Deliverables:

- (i) The Council will utilise its Contractor to implement physical measures. Therefore, the Consultant is required to provide the following:
 - 1 No electronic copy in Microsoft Word/Excel and PDF format of all written correspondence, reports, recommendations and other documents associated with the review.
 - 1 No set of paper copies of all written correspondence, reports, recommendations and other documents associated with the review.
 - 6 No sets of paper copies for all necessary detailed designs and 1 No set in AutoCAD 2004 format.
- (ii) The Council's delivery programme requires that the review and any the implementation of any alterations must be completed by 31 December 2010. The Consultant will be required to programme activities such that this timescale can be achieved and this must be demonstrated by submission of a project plan.
- (iii) Consideration will also be given to the seasonal nature of laying carriageway markings and therefore the Consultant must also programme activities to allow the Council the opportunity to lay carriageway markings during the Summer / Autumn months.
- (iv) The roads considered in the review together with recommended amendments to be made available to the Council in a compatible GIS mapping format.

3.0 ARRANGEMENTS FOR PROPOSAL AND REMUNERATION

- 3.1 The Council's Framework Consultant is invited to submit a brief proposal letter clearly indicating how they would meet the requirements of this brief.
- 3.2 An all-inclusive (including any estimated third-party expenses) estimated summary cost (ceiling figure) should be submitted with the proposal, based upon the Consultant's rates that are included in the Framework Arrangement Memorandum of Agreement, clearly indicating those staff that it is intended will be engaged on the commission and the estimated number of hours allocated to them together with details of their relevant qualifications and experience in relation to the requirements of the brief. This ceiling figure may not be exceeded without the written authorisation of the Council. The proposal should also include details of the office location from which the commission would be administered and managed.
- 3.3 The proposal should include a brief programme indicating how the various activities listed in part 2 above will be delivered within the required timescale. Details should also be included relating to the readiness and availability of the Consultant's key staff to commence duties associated with the commission.
- 3.4 Any enquiries during the preparation of the proposal should be made to:

Joseph Smith
Group Leader
0151 606 2146
darrenhawes@wirral.gov.uk
- 3.5 The Council may choose to retain the services of the appointed Consultant in an advisory capacity throughout any subsequent financial reporting and account settlement procedures.

3.6 Remuneration will be in accordance with the Council's Framework Arrangement Memorandum of Agreement.

4.0 DOCUMENTS AVAILABLE

4.1 The following documents will be made available to the Consultant appointed:

- Paper copies and I.T. mapped copies where applicable of existing Traffic Regulation Orders for speed and waiting restrictions.
- Schedule of classified roads.
- Details of personal injury accidents.
- Copies of any correspondence judged to aid the review.

4.2 The documents above will be original versions and the Consultant must make copies and return the originals to the Council in the condition provided.