

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

11 SEPTEMBER 2013

SUBJECT:	OBJECTION: PROPOSED 20MPH SPEED LIMITS ON VARIOUS ROADS, PENSBY
WARD/S AFFECTED:	PENSBY AND THINGWALL
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT & REGULATION
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection submitted against the proposal to introduce 20mph speed limits on various roads in the Pensby Primary and Ladymount Primary school area.
- 1.2 The report recommends that the Panel notes the objection and that the proposals as shown on attached drawing no. TD0576b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 A petition containing approximately 600 signatures was submitted in December 2011 requesting the implementation of a 20mph speed limit in residential areas in Pensby and Thingwall. An additional 310 signatures was appended to this petition in February 2012.
- 2.2 At its meeting of 18 February 2013, Council's Cabinet agreed to invest in enhancing road safety around schools including provision of road safety improvements, for the following schools; Egremont Primary, in Wallasey, Ladymount Primary and Pensby Primary in Wirral West, Oxtan St Saviour's Primary in Birkenhead and Raeburn Primary in Wirral South.
- 2.3 Following concerns raised by local residents and local Ward Members, Officers investigated whether this area would benefit from the introduction of 20mph speed limits, taking into account factors such as the existing environment, road layout, and vulnerable road user activity.
- 2.4 The proposals have been developed in consultation with Merseyside Police and Emergency Services.
- 2.5 Similar schemes have been introduced recently through the (former) local neighbourhood forums including Liscard, Eastham, Rock Ferry and Moreton.

3.0 OBJECTION

- 3.1 The statutory advertising process for the proposal included publication of notices on the roads and in the press on the 24 April 2013, with an objection period from 24 April to the 17 May 2013. All Party Spokespersons and Ward Members were informed.
- 3.2 Consultation letters providing details and extents of the proposals were delivered to over 1,000 households directly affected.
- 3.3 One letter has been received objecting to the proposed 20mph speed limit scheme from a resident of no. 32 Nelson Drive. The content of the objector's concerns along with a detailed response are as follows:
- 3.4 It is a waste of resources when we are supposed to be cutting back on all costs.

A number of local authorities nationally have considered and implemented 20mph speed limits in response to concerns raised by the community. Such measures offer excellent value for money particularly when compared with the higher cost of new infrastructure.

- 3.5 It is totally unnecessary and the costs involved are unacceptable for likely reduction in average speed.

Residential 20mph speed limits are a cost effective measure that can be implemented to make streets more attractive for walking and cycling, keep neighbourhoods quieter and better places to live and improve the quality of life in the community.

- 3.6 The roads are so poor that to travel at the current 30mph speed limit will damage your car and suggests using the budget to keep our roads in good order.

The Council has limited resources available to maintain a highway network of approximately 1185 kilometres of road annually and as a consequence funding of specific highway improvements has to be prioritised.

The current Structural Maintenance Programme for 2013/14 is based on meeting the highest priority needs within the funding available against the relevant condition and assessment criteria.

- 3.7 It will not help the environment.

Important benefits of 20mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. Driving at a reduced speed will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving accessibility, tackling congestion and reducing carbon emissions.

- 3.8 If safety of pedestrians is important why are so many cars allowed to park on the pavement.

The Council are currently taking forward proposals to address pavement parking including undertaking an information/publicity campaign with the Police.

- 3.9 Supports 20mph speed limits around schools but not on roads in the vicinity.

The purpose of the scheme is to encourage lower driving speeds and create a safer environment for vulnerable road users including children in this area around the two schools restoring the balance between people and traffic. The re-location of Stanley Special School to the newly formed Pensby Primary School site is also likely to increase pedestrian activity in the area.

The roads covered by this 20mph speed limit proposal are generally residential in nature and most traffic is travelling in these areas at average speeds of this order, due to a combination of the local environment, the road geometry and the number of parked vehicles. In accordance with national guidance, it is therefore permissible for the 20mph speed limit to be introduced to act as a reminder to all drivers but especially those prone to driving at unsuitably high speeds that they are in a residential area where more caution should be exercised.

Isolating speed limits on individual roads is not recommended within national guidance. In this particular case by targeting a large residential area the proposals will assist in raising driver's awareness of the environment and will help in distinguishing the changes between lower and higher speed roads. It is also likely to receive a higher rate of compliance and respect.

5.0 RELEVANT RISKS

- 5.1 Failure to implement the scheme would reduce the opportunity to lower vehicle speeds for a project that has strong community support.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 None.

7.0 CONSULTATION

- 7.1 As part of the consultation exercise for this scheme letters were delivered to local residents in the vicinity of the scheme, Ladymount and Pensby Primary School and Pensby Library, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.
- 7.2 Following receipt of the objection, discussions between the objector and Council Officers have taken place to try and resolve the objector's concerns. Those concerns have subsequently been carefully considered and are detailed in 3.4 - 3.9 above.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 The Council are collaborating with Living Streets, a National Walking Charity that supports the introduction of such measures to improve the environment and people's quality of life.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 The cost of implementing the recommended 20mph speed limit scheme is approximately £5700 and this will be funded from the £50,000 budget approved by Cabinet for safety measures outside schools.

10.0 LEGAL IMPLICATIONS

10.1 If the Highways and Traffic Representations Panel and Regeneration and Environment Policy and Performance Committee approve the authorisation of the scheme then a legal order will be introduced to implement the 20mph speed limits, which will enable Police enforcement to be undertaken.

11.0 EQUALITIES IMPLICATIONS

11.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached - <http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/technical-services-0>

12.0 CARBON REDUCTION IMPLICATIONS

12.1 The scheme will assist in promoting sustainable modes of transport such as walking and cycling and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 There are no implications under this heading arising from the recommendation of this report.

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

a) Note the objection received and the Officers' responses; and

b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as shown on attached drawing no. TD0576b0 be approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 This scheme was identified by the residents of Pensby and Thingwall and subsequently supported with the submission of signed petitions with over 900 signatures.

15.2 Following detailed assessment by Officers, it was agreed that this location and the existing environment was suitable for the introduction of 20mph speed limits and it would benefit from such a scheme.

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APPENDICES

Appendix A – Plan TD0576b0 – Proposed 20mph Speed Limit – Pensby / Ladymount Area (Various Roads)

REFERENCE MATERIAL

Department for Transport Circular 01/2013 – Setting Local Speed Limits

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

