

# WIRRAL COUNCIL

## HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

17 MARCH 2015

<b>SUBJECT:</b>	<b>OBJECTION: PROPOSED 20MPH SPEED LIMIT IN RESIDENTIAL AREAS, WHITFIELD LANE AREA (VARIOUS ROADS), PENSBY</b>
<b>WARD/S AFFECTED:</b>	<b>HESWALL / PENSBY &amp; THINGWALL</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILLOR STUART WHITTINGHAM</b>
<b>KEY DECISION?</b>	<b>NO</b>

### 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 Whitfield Lane area, Heswall.
- 1.2 The report recommends that the Panel notes the objection and that the proposals as shown on attached drawing no. TD0635b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 The Integrated Transport Block (ITB) Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to Improving Road Safety and Promoting Active Travel and Health.
- 2.2 At their meetings on 16<sup>th</sup> October 2014, Wirral West (minute 20 refers) and Wirral South (minute 20 refers) Constituency Committees selected and prioritised a list of schemes to be considered as part of the allocated budget for 'Improving Road Safety' and 'Promoting Active Travel and Health'. The recommendations were identified through consultation with a Road Safety Task and Finish Group which consisted of local Ward Councillors, the Constituency Manager and the Road Safety Manager. The group reviewed this list of proposals taking into account cost and feasibility considerations identified by officers.
- 2.3 The Committees agreed to fund the introduction of 20mph speed limits on residential roads in the Whitfield Lane area to form an area based scheme across the Heswall, Pensby and Thingwall Wards.

### 3.0 OBJECTIONS

- 3.1 The statutory advertising process for the proposal included publication of notices on the roads and in the press on the 17 December 2014, with an objection period from 17 December 2014 to the 14 January 2015. All Party Spokespersons and Ward Councillors were informed.
- 3.2 Consultation letters providing details and extents of the proposals were delivered to over 1400 households directly affected.
- 3.3 One letter has been received objecting to the proposed 20mph speed limit scheme. The content of the objector's concerns along with a detailed response are as follows:
- 3.4 There is no objective evidence to support the proposal. It is based on subjective emotional feelings without hard facts to back it up.

**The scheme has been selected and prioritised jointly by Wirral West and Wirral South Constituency Committees following support from local community representatives and is aimed at delivering road safety and/or active travel / health benefits, in line with the agreed Merseyside Local Transport Plan.**

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

**There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds. There is also evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.**

- 3.5 The funding would be better spent on maintaining low Council tax or on other higher priority work such as fixing potholes.

**The ITB Capital Programme for 2014/15 provides an allocation of funding to the Neighbourhoods / Constituency Committees. This funding is distributed over two blocks and is earmarked specifically for 'Improving Road Safety' and 'Promoting Active Travel and Health'.**

**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.**

### 4.0 RELEVANT RISKS

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

### 5.0 OTHER OPTIONS CONSIDERED

- 5.1 None identified.

## **6.0 CONSULTATION**

6.1 As part of the consultation exercise, letters were delivered to local residents in the vicinity of the scheme informing them of the proposals and a plan of the scheme was also made available for viewing at Pensby Library. In addition, consultation was undertaken with Party Spokespersons, Ward Councillors, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

## **7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

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

## **8.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

8.1 The cost of all implementation, legal and administrative procedures for the introduction of the 20mph speed limit scheme is approximately £16300 and this will be funded from the Integrated Transport Block Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 that provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to improving road safety and promoting active travel and health.

## **9.0 LEGAL IMPLICATIONS**

9.1 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.

## **10.0 EQUALITIES IMPLICATIONS**

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

Yes – the impact review can be found at the link below.

<http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010-0>

## **11.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS**

11.1 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.

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **13.0 RECOMMENDATION/S**

13.1 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. TD0635b0 be approved for implementation.

#### 14.0 REASON/S FOR RECOMMENDATION/S

- 14.1 This scheme has been selected and prioritised by Wirral West and Wirral South Constituency Committees following support from local community representatives.
- 14.2 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 TD0635b0*

#### BACKGROUND PAPERS/REFERENCE MATERIAL

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

#### BRIEFING NOTES HISTORY

Briefing Note	Date
None	

#### SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Wirral West Constituency Committee	16 October 2014
Wirral South Constituency Committee	16 October 2014

