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REPORT TITLE	LYNDALE AVENUE AREA, EASTHAM PROPOSED 20mph SPEED LIMIT, TRAFFIC CALMING AND 20mph ZONE
REPORT OF	SIMON FOX, INTERIM ASSISTANT DIRECTOR - HIGHWAYS AND INFRASTRUCTURE

REPORT SUMMARY

This report considers 2 comments raised and 1 objection to the proposed 20mph speed limit, traffic calming and 20mph zone scheme within the Lyndale Avenue area, Eastham as shown on plan DC0606100. The proposed scheme forms part of the 2020/25 Capital Programme.

This report aligns to two themes within the Wirral Plan 2025:

- Working for a 'Sustainable Environment' that leads the way in its response to the climate emergency and is environmentally friendly.
- Working for 'Safe and Pleasant Communities' where our residents feel safe, and where they want to live and raise their families.

By ensuring lower speeds on residential roads and generally making roads safer for cyclists, pedestrians and other road users, this scheme will contribute to these key priorities.

This matter affects the Eastham Ward.

This matter does not require a Key Decision.

RECOMMENDATION/S

The Interim Assistant Director for Highways and Infrastructure is requested to:

- (1) Note the comments and objection received and the Officers' responses; and
- (2) Approve the proposal as shown on attached drawing no. DC0606100 for implementation.

SUPPORTING INFORMATION

Drawing No. DC0606100 – Proposed 20mph Speed Limit, Traffic Calming features and 20mph Zone Plan which shows the location of the proposed off road parking areas in the vicinity of properties 31 to 45 and 55 to 69 and the locations of the proposed speed humps as follows:

- 1no. speed hump on Lyndale Avenue side of 252/254 Bridle Road.
- 1no. speed hump in the vicinity of properties 7/9 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 21/23 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 4/47 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 14/71 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 20/77 Lyndale Avenue/side of 28 Glenburn Avenue.

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 This proposal was included within the 2020/25 Capital Programme and is designed to provide improved traffic management and road safety in the Lyndale Avenue area of Eastham.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 As part of the design process Officers investigated alternative measures including the possibility of providing a parking layby outside the Lyndale School site and only providing a 20mph zone on Lyndale Avenue from Bridle Road to Glenburn Avenue.
- 2.2 The above option was considered by the officers but it was decided that the layby would be too expensive due to the diversions of the underground utilities in the vicinity. Additionally it was decided that a 20mph speed limit be introduced not only on the remaining length of Lyndale Avenue but also the surrounding area bounded by, but excluding, Bridle Road, Eastham Rake, Plymyard Avenue and Heygarth Road.

3.0 BACKGROUND INFORMATION

- 3.1 On the 17th February 2020, Cabinet considered an allocation of £150,000 for a parking and safety improvement scheme in the Lyndale Avenue area of Eastham [Item 90 refers].
- 3.2 The proposed scheme forms part of the 2020/25 Capital Programme subsequently agreed by Council at its meeting of 2nd March 2020 [Item 122 refers].

4.0 PUBLIC CONSULTATION

- 4.1 Following the detailed design of the proposed scheme a consultation exercise was carried out. This included a delivery of a leaflet by local Ward Councillors to affected

residents in the area informing them of the scheme details and why they were being proposed. In addition, direct consultation has been undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association, and Merseytravel. Notices of intent for the scheme were also publicly advertised.

4.2 During the consultation exercise period which ran from 2nd September to 25th September 2020 three people contacted the Council to express specific interest in discounted vehicle crossings. Two people provided comments regarding the scheme whilst a single objection was received against the proposals. The details of the comments and objections, are summarised as follows:-

4.2.1 One resident provided comments which are summarised as:

- 1) Make the whole of Lyndale Avenue a 20MPH zone, use solar traffic signs - 20mph on road surface in white lettering.
- 2) Seriously re-consider the viability of speed bumps.
- 3) Make applications for run-ins for house owners easy and affordably priced .(attractive).
- 4) Double yellow lines on corners of each road going off Lyndale and exit/entrance to new parking areas.
- 5) Single/double yellow line from Bridle road past new houses, the youth club down to Eskdale.
- 6) Consideration using green area on corner of Eskdale.
- 7) Dropped kerb Lyndale/Grampian junction.
- 8) Replace broken paving slabs in area close to sub-station Plymyard end.
- 9) Have a think on parking restrictions at top end of Lyndale from Bridle Road.

In Response; A 20mph zone was considered on Lyndale Avenue between Bridle Road and Glenburn Avenue to assist with the possible increased traffic associated with the new development in the vicinity. The zone will consist of road humps which are designed and positioned in accordance with the guidelines set by the Department for Transport and associated signage. These measures are intended to maintain vehicle speeds at or below 20mph so as to reduce vehicle speeds and assist with road safety. From Glenburn Avenue to Plymyard Avenue, and indeed the surrounding area, all roads will be covered by an enforceable 20mph speed limit, again with associated signing and carriageway markings present.

Vehicle crossing estimates have been offered to properties 1 to 29 during consultation at a reduced cost of 25% from the estimate price due to ongoing works in the vicinity.

The introduction of double yellow lines to relieve parking open up roads and encourage vehicles to travel at greater speeds.

There were originally three areas considered for parking, however the parking layby situated adjacent to the new housing development was not feasible due to extensive costs to relocate underground utility works under the footway. The other two areas considered were for off road parking and were opposite Avondale Avenue and Dovedale Avenue respectively. These were identified due to existing parking issues on the grass verge. These will alleviate some

parking on Lyndale Avenue therefore entering and exiting these areas will be more accessible.

Once the scheme is implemented it will be continually monitored and should conditions change the area will be considered for additional measures such as dropped pedestrian crossings should they be warranted.

An enquiry has been raised with regard to the broken paving slabs on Lyndale Avenue near to the substation close to its junction with Plymyard Avenue.

4.2.2 Another resident provided comments, again summarised as:

- 20mph speed limits do not work.
- Speed humps are unpopular and damage vehicles.
- Risk of injury to cyclists and motorcyclists from the humps due to visibility in dark and/or adverse weather conditions and lack of maintenance.
- Unclear from the document if Bridle Road will be part of the 20mph speed limit.
- Issues raised regarding the junction of Bridle Road/Adaston Avenue/A41.

In Response; Reducing traffic speeds on minor roads can assist in providing a safer residential environment as well as the perception of a safer road environment encouraging greater levels of walking and cycling as well as discouraging the use of private motor cars. Such measures, as this area wide scheme is proposing, can lead to a positive environmental/climate change.

The road humps in Lyndale Avenue are designed and positioned in accordance with the guidelines set by the Department for Transport. They are intended to maintain vehicle speeds at or below 20mph so as to reduce vehicle speeds and assist with road safety.

Department for Transport studies have revealed that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highway (Road Hump) Regulations. Indeed, drivers should ensure to undertake regular inspection of their vehicles, including condition of the tyres. It would be expected of people to drive with due care and attention in any weather conditions and speed humps should not impose any change to the stability of the vehicle. Road humps are successfully used on other highways within the Borough with no known adverse issues reported during inclement weather. Additionally the highway is monitored on a regular basis and actionable defects repaired promptly.

The 20mph area is the area bounded by Bridle Road, Eastham Rake, Plymyard Avenue and Heygarth Road but these roads themselves are not included. The scheme has a limited budget and concentrates solely on the area mentioned therefore the issues raised with regard to Bridle Road, Adaston Avenue and A41 are not included as part this scheme.

4.2.3 The objector raises the following points:

1. Notes that the proposed parking bays are being provided for the residents free of charge on road safety grounds, but he has to pay for a vehicle crossing to his

property and asks if this is fair? On the same basis of road safety he would expect a vehicle crossing to be provided free of charge.

2. He objects to any speed bumps being placed outside his property as noise issues will be a constant problem. He also wants clarification of the type of the speed bumps and their proposed positioning.
3. Concerning the vehicle crossing at his property (which he believes should be provided free) he would like to know:
 - What would the cost be as I have advised that a discount could be applied?
 - How long will the offer of a reduced rate be available, and from what starting date to what end date.

In Response; It is extremely difficult for the residents of properties 31 to 45 and 55 to 69 to apply for a vehicle crossing due to the large grassed area outside their properties whereas properties directly adjacent to the carriageway can apply for a vehicle crossing with no such issues, therefore parking bays are proposed, as part of the scheme, to assist properties 31 to 45 and 55 to 69 to park off road although any vehicle user can park here.

The road humps are designed and positioned in accordance with the guidelines set by the Department for Transport. They are intended to maintain vehicle speeds at or below 20mph so as to reduce vehicle speeds and assist with road safety. The placement of the features is designed to encourage steady speeds along Lyndale Avenue avoiding the need to change gear repeatedly. Furthermore with technological advances in the motor industry it is likely that there will be more hybrid and electric vehicles on the borough's roads in the future reducing noise pollution. The road humps will be round topped and be constructed across the full width of the carriageway (excluding 200mm from kerb face for drainage). The proposed positioning of the speed humps, as indicated on the site notices, are:

- 1no. speed hump on Lyndale Avenue side of 252/254 Bridle Road.
- 1no. speed hump in the vicinity of properties 7/9 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 21/23 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 4/47 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 14/71 Lyndale Avenue.
- 1no. speed hump in the vicinity of properties 20/77 Lyndale Avenue/side of 28 Glenburn Avenue.

A vehicle crossing estimate has been provided to the objector with a reduced cost of 25% due to ongoing works in the vicinity. This reduced rate will be applied for 1 month from officer's decision date.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The projected cost of implementing these works is approximately £150,000 which will be funded from the 2020/2025 Capital Programme.

6.0 LEGAL IMPLICATIONS

- 6.1 The maintenance of highways, promotion of road safety and the management of traffic are statutory duties for the Council.

6.2 The council has a statutory duty to communicate and consult specific customers for highway improvement schemes where the council intends to implement traffic calming; Traffic Regulation Orders (restricting access, waiting or parking); or to alter the speed limit under the Road Traffic Regulation Act 1984.

7.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

7.1 Existing staff resources will be used to deliver this project.

8.0 RELEVANT RISKS

8.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

9.0 ENGAGEMENT/CONSULTATION

9.1 As part of the consultation exercise for this scheme a leaflet was delivered by local Ward Councillors to residents in the vicinity of the scheme informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

10.0 EQUALITY IMPLICATIONS

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

(a) Yes and impact review is attached

11.0

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<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2017/delivery>

VIRONME

NT AND CLIMATE IMPLICATIONS

11.1 Reducing traffic speeds on minor roads can assist in providing a safer residential environment as well as the perception of a safer road environment encouraging greater levels of walking and cycling as well as discouraging the use of private motor cars. Such measures can lead to a positive environmental/climate change.

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APPENDICES

Drawing No. DC0606100 – Proposed 20mph Speed Limit, Traffic Calming features and 20mph Zone Plan.

BACKGROUND PAPERS

1. Documentation published by the Department for Transport in Circular Roads 01/13 has been used in the preparation of this report.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet [Item 90]	17/02/2020
Council [Item 122]	02/03/2020