

Question

How many of these deaths and accidents occurred on 30mph roads, how many were pedestrians, drivers, cyclists or motorbikes/scooters. How many of these were as a result of speeding, drink/drug driving, stolen vehicles, uninsured/unlicensed road users etc on which the introduction of a 20mph limit will have little if any impact."

Response

For the period 01/01/2017 to 31/12/2022, the following breakdown of recorded road traffic casualty data is as follows:

Killed and Seriously Injured (KSI)

How many occurred on 30mph roads?

There were 461 recorded KSI's casualties that occurred on 30mph roads.

How many were pedestrians?

There were 137 recorded KSI's casualties on 30mph roads that were pedestrians.

How many were drivers?

There were 166 recorded KSI's casualties on 30mph roads that were drivers.

How many were pedal cyclists?

There 110 recorded KSI casualties on 30mph roads that were pedal cyclists.

How many were motorcycles/scooters?

There were 121 recorded KSI casualties on 30mph roads that were motorcyclists and/or scooters.

How many were as a result of speeding?

There were 16 recorded KSI casualties on 30mph roads where 'exceeding speed limit' was recorded as the 1st contributory factor.

How many were involved in drink driving?

There were 11 recorded KSI casualties on 30mph roads where 'impaired by alcohol' was recorded as the 1st contributor factor.

How many were involved in drug driving?

There were 6 recorded KSI casualties on 30mph roads where 'impaired by drugs' was recorded as the 1st contributor factor.

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How many involved stolen vehicles?

There were 6 KSI recorded casualties on 30mph roads where 'stolen vehicle' was recorded as the 1st contributor factor.

With regards to road traffic collision data involving uninsured and/or unlicensed road users, the Council does not hold this information as this is held by Merseyside Police.

Question

“In response to a question from David Pearson on 20mph zone consultations, the Leader outlined that the Council consulted with statutory consultees and did not consult user groups, but everyone was welcome to submit feedback via Have Your Say.

David Pearson asked why user/community groups were not directly consulted, the Leader undertook to provide a written response.”

Response

Traffic Regulation Orders (TRO's) that includes the introduction of 20mph speed limits or any other change in speed limit for that matter requires Local Highway Authorities to follow a legal process in line with the Traffic Regulation Act 1984. A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO include Speed limits, On-street parking restrictions, Weight limits, One-way Street and Prohibition of driving.

TRO's follow a statutory process and are a legal document. It is the local authority's responsibility to make sure a fair process is undertaken and part of this process is consultation. The Local Authorities' Traffic Orders (Procedure) Regulations 1996 requires a minimum of 21 days statutory consultation period for TRO schemes such as 20mph speed limits. Statutory consultees will normally include, but are not limited to: Police, Fire and Ambulance Services, Road Haulage Association, Freight Transport Association, Ward Councillors, and Bus Operators (Merseytravel).

When advertising a TRO, we will usually display a notice in the local paper (Wirral Globe) and put signs in affected roads. In addition, for the 20mph schemes we also extended the 21-day statutory period to 28 days and also reached out via social media alerts.

The Wirral Motor Action Group (MAG) was not directly consulted for the 20mph scheme proposals; however, the MAG did have an opportunity to make comments to the 20mph scheme proposals via the Council's engagement tool 'Have your say' website, as did impacted residents and other road user action groups. The Council's 20mph proposals impacts on all road users and not just MAG's, however if the Council for example were to introduce a TRO to ban a particular movement/road closure that would directly impact on motorcyclists then it would seem appropriate at that time to engage directly with MAG's.

Question

“Peel Port are of the opinion that Wirral Council and Natural England have no full remit on Hoylake Beach until 550m out from the coastline. What knowledge of this covenant do you have ”

Answer

The Council clearly owns the relevant section of Hoylake beach and the Council has full knowledge of the covenants affecting the beach. Incidentally, it is not clear as to what particular covenants you are referring to in your supplemental question. If you could share with me any documentation from Natural England and Peel Ports setting out the opinions which you attribute to them and provide clarity as to the covenants to which you refer, in the context of your supplemental question, I can look into the issue of remit that you refer to.