

APPENDIX D

20mph Speed Limit Programme

Key findings and officer responses to objections received.

Through this consultation people were asked to provide their comments on the proposals, including any objections, and reasons for objection for each of the proposed areas contained within Phase 2. The consultation was carried out between 28 June 2023 to 23 August 2023. The approach used was an online public consultation through the 'Have your say' consultation portal at www.haveyoursay.wirral.gov.uk with a page dedicated to the 20mph speed limit Consultation. Documents provided on the site included a background to the scheme, a link to the original committee decision to progress with the scheme and, a link to a map showing each proposed area boundary. An online questionnaire was provided for residents to engage with. Respondents were also able to submit additional comments via a dedicated email address, which was published on the 'Have your say' website as well as on all public notices. There was also the opportunity for visitors to the webpage to sign up to become a Champion of the scheme. This could include volunteering for the Safer Roads Watch Scheme or simply by displaying campaign posters / stickers in their cars, homes, wheelie bins etc.

The consultation questionnaire was developed to enable stakeholders to record their support or objection to each, or all, proposed schemes, and provide additional text comments as to the reasons for their support or objection. No questions were mandatory so respondents could choose which questions to respond to.

Following closure of the consultation, the responses to each of the questions were collated and combined with the email submissions. The questionnaire was responded to by 2,226 people, with an additional 138 direct representations received via the dedicated email address supplied for the consultation process. Overall, there are 188 written representations in support and 2,176 against. The online survey results are summarised for each area in Appendix B to this report. In terms of the results, it is important to note that the public consultation is not representative of the overall population but provides information on the opinion only of those residents who engaged. All of the direct responses were made in relation to the general overall scheme rather than for specific areas, so they have not been included within the graphics in Appendix B as they do not relate directly to the Phase 2 schemes, however, each point raised in those emails has been addressed below in the key objection themes.

A total of 3 petitions were also received: two in objection to the overall scheme and one calling for an extension to the 20mph speed limit on China Farm Lane in Newton. The 2 petitions against the scheme received 8 and 54 signatures respectively. The petition for an extension on China Farm Lane is currently ongoing until November 2023 and currently has 34 signatures.

The statutory consultation phase is not a referendum or public vote but allows the public to inform the council of any issues that officers might not be aware of that might change the scheme. There have been several examples, where residents have asked officers to extend the 20mph speed limit based on their local knowledge and in consultation with the Police, we have been able to accommodate the request and put forward proposals to extend the scheme. Examples are Caldby Road in West Kirby and Dibbinsdale Road in Bromborough, with other requests being investigated.

Officers have also considered and agreed to requests for removing roads from the 20mph speed limit scheme proposals, such as Rivacre Road, Eastham, which borders the neighbouring authority of Cheshire West and Chester and is now to remain at its current speed limit which is more befitting the speed limit of the section of Rivacre Road within the neighbouring authorities' boundary. We have also received many very localised requests for additional signs and road markings as well as the relocation of signs and markings, which we have or will accommodate where possible. These requests could be due to poor lighting or lack of visibility, particular large vehicles parking regularly where markings are located and obscuring them and even that overgrown vegetation might obscure signs in the summer on certain lighting columns. Issues that only the locals might know and can convey to us during the consultation exercise, these insights from residents can help officers to make improvements whilst the scheme is implemented.

Summary:

Area 1 – bounded by Seabank Rd/King St/Church Rd/Promenades (Ref: TO/23/19)

No of Support	No of Objections	Total Responses	Approximate Resident Population
15	263	278	8,900

Area 3 – bounded by Mill Lane/Poulton Road/Liscard Rd (Ref: TO/22/20)

No of Support	No of Objections	Total Responses	Approximate Resident Population
14	185	199	3,000

Area 8 – bounded by Canning St/Chester St/Park Road North/Corporation St (Ref: TO/23/21)

No of Support	No of Objections	Total Responses	Approximate Resident Population
5	60	65	1,000

Area 10 – bounded by Park Road South/Park Rd West/Exmouth St/Park Road North (Ref: TO/23/17)

No of Support	No of Objections	Total Responses	Approximate Resident Population
8	66	74	1,500

Area 11 – bounded by Exmouth Street/Borough Road (Ref: TO23/10)

No of Support	No of Objections	Total Responses	Approximate Resident Population
14	151	165	1,000

Area 15 – bounded by Storeton Rd/Mount Rd/Borough Rd/Singleton Av (Ref: TO/23/22)

No of Support	No of Objections	Total Responses	Approximate Resident Population
18	185	203	3,500

Area 20 – bounded by Kings Road/Teehey Lane/Heath Road (Ref: TO/23/15)

No of Support	No of Objections	Total Responses	Approximate Resident Population
11	112	123	6,100

Area 21 – bounded by Brimstage Rd/Bromborough Rd/Heath Rd/Spital Rd (Ref: TO/23/18)

No of Support	No of Objections	Total Responses	Approximate Resident Population
13	121	134	7,100

Area 30 – bounded by Hoylake Rd/Laird St/Upton Rd/Park Road North/Boundary (Ref: TO/23/16)

No of Support	No of Objections	Total Responses	Approximate Resident Population
5	93	98	3,600

Area 31 – bounded by Fender Lane/Hoylake Road/M53/Upton Bypass (Ref: TO/23/13)

No of Support	No of Objections	Total Responses	Approximate Resident Population
2	97	99	5,300

Area 34 – bounded by Hoylake Rd/Upton Bypass/Moreton Spur/M53/Fender Lane (Ref: TO/23/11)

No of Support	No of Objections	Total Responses	Approximate Resident Population
5	233	238	7,000

Area 35 – bounded by Hoylake Road/Pasture Road/Leasowe Common (Ref: TO/23/14)

No of Support	No of Objections	Total Responses	Approximate Resident Population
8	128	136	9,100

Area 36 – bounded by Saughall Massie Rd/Heron Rd/Hoylake Rd/Upton Bypass (Ref: TO/23/12)

No of Support	No of Objections	Total Responses	Approximate Resident Population
7	124	131	4,200

Area 44 – bounded by Thingwall Road/Pensby Road/Telegraph Road (Ref: TO/23/09)

No of Support	No of Objections	Total Responses	Approximate Resident Population
28	148	176	10,000

Area 50 – bounded by Golf Course/Saughall Massie Road/Sea/Carr Lane (Ref: TO/23/08)

No of Support	No of Objections	Total Responses	Approximate Resident Population
10	97	107	12,900

Totals – all 20mph areas within Phase 2 (percentage of approximate resident population)

Total No of Support	Total No of Objections	Total No of Responses	Total Approximate Resident Population
163 (0.2%)	2063 (2.5%)	2226 (2.6%)	84,200

Key Support Themes

The points raised about the proposal by supporters are as follows:

- Will make roads safer
- Will make roads safer to cross for vulnerable people
- That it will change driver behaviour and attitude for the better
- That it could become an accepted aspect of road safety, like seatbelts
- Will make roads quieter
- Will benefit public health
- Could decrease air pollution
- Could decrease congestion
- Will improve journey times
- Should reduce fuel costs and support healthier choices
- Will encourage walking and cycling
- Will make areas more pleasant for work and travel
- Might encourage people to dwell in retail areas if they are on foot / bicycle
- Represents value for money as casualties fall and active travel rises
- Most side roads in Wirral pre-date the car and are therefore inappropriate for vehicles. Lower speeds might encourage more cycling and walking to combat this
- Could lead to increase in child and elderly mobility
- Improve quality of life and health for residents

Key objection themes and officers' response:

No	Question/Comment	Officer Response
1	Agree that there is merit in introducing lower speed limits on side roads and residential roads but that it is inappropriate to introduce 20mph on busy thoroughfares and main roads.	The proposed 20mph speed limits are only proposed on A & B roads as well as main distributor roads where there are residential properties fronting onto them or defined suburban district centres, local amenities, schools etc in the area that will generate a level of footfall. The introduction of 20mph speed limits is just one element of the measures to reduce vehicle speeds. Reducing the speed limit should not be seen as an end in itself, but as part of a continuous process to encourage a change in driver behaviour and attitude.
2	That it will increase journey times and congestion.	On a clear stretch or road, travelling at 20mph will obviously take longer than travelling at a higher speed. However, research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph may help to improve traffic flow. 20mph will mainly apply on residential streets, and in selected locations on main roads. Most main roads will keep their existing 30mph or 40mph speed limits, so once drivers leave residential areas 20mph speed limits and join the main road network there should be no impact on journey times. The parts of any journey affected would only be the relatively short sections of that journey that would be on 20mph roads in order to reach the main road network.
3	That it will create poorer air and noise quality due to congestion and traffic levels.	Driving at 20mph has been found to reduce traffic noise; the benefit of a signs-only scheme is that drivers can adopt a smoother driving style than if they were driving through a traffic calmed zone with humps. Studies have so far not conclusively proven either a positive or negative effect on the environment. The greatest environmental benefit from the change will come from unlocking the potential for walking or cycling short distances instead of driving. Guidance from the Department for Transport states that adopting a smoother driving style can also achieve lower emissions and that generally driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used. Along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph also reduces fuel consumption. In addition, 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.
4	Feel that enforcement will be an issue and that the police should be directing their resources elsewhere.	It is proposed that the 20mph limit would be enforced in the same way as the existing 30mph limits in the borough. Signs and lines would be installed to make drivers aware of the 20mph limit. 20mph would be the legal limit on the roads affected and should persistent speeding at certain locations become an issue, further measures would be considered in order to address this. Classified roads by definition are a throughfare for the distribution of traffic through major towns or cities. Where possible, Merseyside Police already conduct speed enforcement on these roads. It should also be noted that offenders who

		are identified and are eligible can now be offered a National Speed Awareness Course for excess speed in a 20-mph limit.
5	Feel that the proposal will affect businesses as visitors will not want to come if they are at risk of being prosecuted or having a driving record tarnished with a speeding conviction.	The lower speed limits might encourage more footfall from pedestrians or cyclists, which may improve passing trade for some businesses in areas where vehicles dominate and are often just using the route as a thoroughfare, rather than stopping to make use of the amenities.
6	Some suggest that collisions will increase as drivers will become frustrated at the slow-moving traffic and will also lack concentration as they will constantly be monitoring their vehicle's speed so as not to be prosecuted.	Lower speeds will lead to a smoother flow of traffic meaning less stop and start and more opportunity to maintain a safe distance between the vehicle in front. Motorists currently have to monitor their speed on any road or highway so as not to contravene the imposed speed limit, so there will be no difference in behaviour caused by the proposal.
7	Funds should be spent elsewhere such as enforcing parking restrictions, tackling cyclists and scooters using footways, maintaining existing infrastructure or introducing segregated cycle routes.	It was agreed by the Environment, Climate Emergency & Transport Committee on 14 March 2023 to allocate funding as part of the City Region Sustainable Transport Settlement Combined Authority Transport Plan towards Phase 2 of this project. This funding is not via the Wirral Council purse and can only be used for the 20mph speed limit scheme, as that is what it was allocated for. It cannot be used elsewhere.
8	The money should be invested in public transport instead.	The funding for this scheme cannot be used to improve public transport. Merseyside has an independent body, Merseytravel, who looks after public transport within the region and it is therefore, not under the control of any of the Merseyside local authorities.
9	Suggest that this may be a revenue generating scheme for the council.	Speed enforcement is conducted by the Police, in association with the local authorities. The revenue from any fines goes to central Government funds, and to fund speed awareness courses. None of the money from fines comes back to local authorities.
10	That more traffic signals should be introduced to slow down traffic.	Traffic signals are introduced at junctions where the careful management of traffic flow is needed in order to keep the wider network moving and to give the opportunity for traffic on all arterial routes, not just the dominant routes, to be able to move in and out of an area. Before traffic signals are introduced, the junctions are modelled using current traffic count data to evaluate what traffic queues would be like on each approach to a potential signalised junction, particularly at peak times of the day. It is inevitable that traffic signals will cause traffic queues and therefore, they are only introduced when absolutely necessary. It would be inappropriate to introduce traffic signals for the sole purpose of stopping traffic and therefore slowing it down.
11	Can see little point in	Introducing 20mph speed limits on all residential roads

	introducing a 20mph on their residential estate as vehicles are already being driven at less than 20mph.	provides consistency for motorists and other road users. It would be confusing and also difficult to enforce the speed limit in certain areas if isolated residential roads are left out of the scheme, when all other surrounding residential roads are to be subject to 20mph. Having "20" terminal signs on the access to smaller side roads or having repeater signs on those narrow roads with parking congestion reminds road users that the area as a whole is a residential or commercial area with potentially heavy pedestrian and cyclist numbers, and this should encourage careful travel along the roads.
12	Suggest that some roads should be reduced to 25mph or 15mph, rather than 20mph.	Local authorities are bound by regulations set by central government (Department for Transport) and are only permitted to introduce signs on the highway that are prescribed by those regulations. As there is no prescribed signage available for a 25mph or a 15mph speed limit, any such speed limit would be legally un-enforceable, and the council is unable to introduce it.
13	Suggest that a reduction from 40mph to 30mph is more effective.	Most residential and main distributor roads are currently subject to a 30mph speed limit by default. There are very few roads in the borough, subject to 40mph, where residential properties are located. Therefore, there would be little impact to residential areas or those containing public amenities, if 40mph speed limits were reduced to 30mph.
14	Suggest that a 20mph is not appropriate for the M53.	The M53 Motorway is not included within the proposals. It is under the control of National Highways and Wirral Council have no jurisdiction over it. The M53 is on the boundary of some areas so may have been mentioned within the consultation, however, there is no intention to reduce the current speed limit on the motorway.
15	Concerned that the scheme may introduce wider non-compliance from some motorists regarding other road regulations.	It will take some time for 20mph to become second nature. In reality, motorists rarely drive at a consistent speed, particularly in built up urban areas where drivers are constantly accelerating, decelerating and braking to respond to current traffic speeds, traffic lights or junctions. Over time it will hopefully become accepted such as other road safety campaigns like the wearing of seatbelts and anti-drink driving.
16	Feel that the current speed limits are sensible and that the proposal to reduce them lacks logic and evidence.	The objective of the scheme is not just about introducing 20mph speed limits, it is also about providing much better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. Local authorities have previously planned transport schemes with vehicle use as a main consideration and this may have encouraged people to use cars. However, the priorities now should be to make the road network more attractive for walking and cycling that is safer for all road users and a reduction in killed and seriously injured road traffic collisions through Wirral's commitment to work towards the Liverpool City Region's 'Vision Zero' target.
17	That it will not improve road safety.	Same response as No 16

18	Feel that motorists are being penalised.	20mph creates a safer environment for everyone, including motorists. It will not significantly increase journey times and, by easing traffic flow, may actually reduce some journey times. The council is trying to balance the needs of drivers with the safety and environment of local residents. This will be a change and it will take some conscious decision making as a driver to make a difference.
19	That this will hinder deliveries and emergency services.	As stated previously, it is anticipated that there will be little impact on journey times and congestion. The main radial routes around the borough will remain at their current speed limits for the most part and therefore, the scheme proposals may encourage less "rat running" through residential areas and district centres. In terms of emergency service vehicles, they are exempt from speed limits when on an emergency call.
20	That this will increase fuel costs.	As a result of reduced acceleration and braking and limiting acceleration up to 20mph, this may help to reduce fuel consumption. In general, driving more slowly at a steady pace saves fuel.
21	Traffic will be displaced to other areas.	Traffic may be displaced to the higher speed main road network around the borough, which are largely to remain at their current speed limit. These roads are more equipped to deal with higher levels of traffic (limited traffic signals etc). This may also reduce the amount of "rat running" through busy suburban district centres or village centres.
22	Will cause damage to cars through wear and tear by driving at lower speeds.	Modern cars can drive at 20mph without damaging the engine or components. 20mph limits have been used for many years and there have been no reported gearbox issues. In fact, using the right gear and driving at a consistent speed will help prolong engine life.
23	Concerns about excessive street furniture.	Once the scheme is complete, the signage will be sufficient as required by the Department for Transport for a legally enforceable scheme and for the new speed limit to be clear to drivers.
24	The council should prioritise its statutory duties.	Section 130 of the Highways Act 1980 states that it is a duty for the Highway Authority to assert and protect the rights of the public to use and enjoy the Highway. Introducing a lower speed limit in order to promote alternative healthier modes of transport, will assist in achieving this duty.
25	The proposal was not sufficiently advertised.	<p>Due to the nature of the scheme and the areas encompassing large residential and business areas, it was agreed with Legal Services that the most effective consultation would be via publication of press releases, social media alerts, public notices and Wirral Council's engagement tool 'Have Your Say' website which satisfied the consultation requirements listed under Section 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>There have been numerous press releases and social media posts directing the public to the council's dedicated</p>

		<p>“Have your say” webpage for this scheme, which gives background details, maps and other information along with the opportunity to take a survey and leave feedback. Public notices were also placed throughout the areas within Phase 2 of the scheme with details of the proposal and information on how to provide feedback. The advertisement of public notices in the local newspaper publications and on-site form part the statutory legal part of the process. The 1996 regulations also direct a minimum 21-day statutory consultation period for TRO schemes such as this, however, the council extended this to 28 days for these particular schemes, to allow extra time for feedback.</p>
26	<p>Would rather have specific shared streets open to active travel.</p>	<p>The objective of the scheme is not just about introducing 20mph speed limits, it is also about providing much better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. The priority now should be to make the whole road network more attractive for walking and cycling and safer for all road users.</p>
27	<p>Speeds will increase as people will deliberately ignore the lower speed limits as they are against the scheme.</p>	<p>Once the speed limits are in place, they will be enforceable by Merseyside Police. Those motorists captured in contravention of the speed limit during enforcement activities will be subject to the same penalties as those captured in contravention of other higher speed limits on all classified roads and motorways. Enforcement activities will often be focussed on locations where the speed limit is exceeded regularly.</p>
28	<p>The existing 30ph speed limits should just be enforced instead.</p>	<p>The static speed enforcement cameras within the borough are to stay at their current locations as the areas where they are located are to remain at their current speed limits. The mobile camera enforcement sites are currently under review as there might be some impact on existing locations, due to the change in speed limit on some roads. The police will review and confirm those locations with officers in due course. It is proposed that the 20mph limits will be enforced in the same way as the existing 30mph limits in the borough, and therefore, police resource allocation is unlikely to change. The growing numbers of volunteers for the Safer Roads Watch initiative(close to 100 volunteers) identifies the benefits that can when communities opt to work with the council and Police to improve safety. We have received interest from local people wanting to become Champions for 20mph via the Have Your Say Page.</p>
29	<p>The police have not got the resources to enforce the lower speed limits.</p>	<p>Officers from our road safety team are in regular contact with the Merseyside Police roads policing team and are liaising on the rollout of the 20mph speed limit areas and future enforcement and public engagement activities. This is all part of the vision zero campaign Safe Speeds is a key component of the Liverpool City Region Road Safety Strategy which was adopted in November 2022, all partners have signed up to this strategy including Merseyside Fire and Rescue, Merseyside Police, Police and Crime Commissioner and Local Councils. Locally, in Wirral there is a communications plan in place involving key partners, which will target schools and businesses etc</p>

		as well as a media campaign.
30	Driving in a lower gear at higher revs causes more pollution.	Studies have shown that introducing 20mph speed limits does not increase pollution or fuel use. The manner in which a vehicle is driven has more effect on air pollution than a 20-mph speed limit. Those drivers who accelerate and brake sharply create more emissions than those who drive smoothly and at a steady speed, whatever that speed is. It is not so much the choice of gear but the driver's awareness of the road conditions, selecting the correct speed, ability to recognise hazards and plan ahead. Many drivers may need time to adapt to the new limits but over time, we should see calmer road environments, reduced road casualties and more people encouraged to travel more actively, including children walking and cycling to and from schools.
31	Did a cost benefit analysis take place?	<p>The "20's plenty" campaign website provides lots of information on the potential casualty reductions and a cost benefit calculator to show the financial benefits of introducing 20mph speed limits. Please see links below. There is also a link to the average costs of road collisions to assist with the calculation.</p> <p>As we are only just in the process of completing Phase 1 of a 4-phase scheme, it is very difficult to quantify and provide exact figures. However, to give a very broad view of the costs and benefits for Wirral, there is an indication that introducing 20mph speed limits can reduce collisions of all severities by 20% per year. Looking at the latest 5-year data provided before the scheme started in March 2022, for all the zones within phase 1, there were 735 collisions of all severities. If we were to divide that by 5 to get a yearly average of 147 collisions within phase 1, there could potentially be a yearly reduction of up to 29 collisions per year, for the whole of phase 1.</p> <p>Again, very broadly speaking and based on the costs outlined in the cost / benefit analysis calculator on the 20's plenty website, if we were to assume that each collision on average costs £50,000 to the local authority and emergency services etc, then this is a potential yearly saving of just under £1.5m per year. It is likely to cost in the region of £1.5m to £2m to introduce the borough wide scheme over the 4-year programme, so in theory, this cost should be recouped quite quickly. We will review the collision data for each area on each of the 4 phases, once an appropriate duration has lapsed where the scheme is fully operational. We should then be able to compare the before / after data to measure the impact in more detail.</p> <p>https://www.20splenty.org/cost_benefit_calculator</p> <p>https://www.statista.com/statistics/322862/average-cost-road-accidents-and-casualties-in-great-britain-uk/</p>
32	The 20mph speed limits should only be introduced on a part time basis at peak	Introducing the lower speed limit aims to provide benefits for all road users, not just vulnerable school children. Also, children only spend a small amount of their time at

	times and around schools.	school, and we would like to introduce measures that will protect them at other times also, within the places that they live, socialise, and play etc.
33	The Prime Minister is instigating a review of speed limit schemes so why go ahead.	There has been no direction from the DfT regarding the progression of speed limit schemes in England or Wales. The borough wide 20mph speed limit scheme is not classed as a low traffic scheme as its aim is not to remove traffic, just to slow it down.
34	The scheme will cause intimidation and harassment by other motorists who do not want to stick to the speed limit, and frustration could cause collisions.	This bad driving behaviour is very intimidating and exactly the type of behaviour that this scheme intends to alleviate so that pedestrians, cyclists, and all other road users feel safer travelling on the highways, particularly in residential and district centre areas. The more motorists that adhere to the slower speed limits, the more accepted the lower speed limits will be to the general motoring public.
35	Cyclists can travel at more than 20mph without restrictions.	<p>Currently, the speed limits imposed on highways apply only to motor vehicles. Local authorities do have the powers to impose speed restrictions on cyclists, but this is usually introduced in places like promenades etc. The government has recently stated their intention to carry out a review and amendment of existing laws on road safety which could see cyclists legally required to travel at the same speed as drivers in 20mph limits. The 20mph speed limit schemes in the Wirral are being proposed in part to assist and encourage cyclists by providing a safer road environment and therefore, we would hope that cyclists would respect those aspirations and not travel at excessive speeds in residential and built-up areas.</p> <p>Although speeding is not usually an offence, cyclists who ride dangerously (risking causing injury to another person or serious damage to property) are committing an offence under section 28 of the Road Traffic Act 1988 and could be fined. Careless cycling (when a cyclist uses the road without due care and attention or consideration for other road users) is also an offence under section 29 of the Road Traffic Act 1988 and can also attract a fine. This is currently enforced by the police.</p>
36	Fines and points on licence leads to higher insurance.	It is the responsibility of motorists to stay within legal posted speed limits in order to be complying with the law.
37	Emergency services should be subject to the speed limits.	Emergency service vehicles are exempt from speed limits under the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011
38	Roads are already getting safer year on year so no need for this scheme.	The proposal to introduce 20mph speed limits in Wirral supports the Liverpool City Region Road Safety Strategy vision to reduce road traffic collisions to zero by 2040.
39	What about electric bikes and scooters, how will they be regulated?	Electrically Assisted Pedal Cycles (EAPCs) are subject to certain restrictions, to be road legal they must have a motor with a maximum power output of 250 watts which shouldn't be able to propel the bike faster than 15.5mph. An electric bike that does not meet the EAPC rules (https://www.gov.uk/electric-bike-rules) is classed as a motorcycle or moped and will be subject to comply with

		<p>the highway code. Trials of rental e-scooters are taking place in a number of locations and e-scooters can only be used in the approved areas, the nearest scheme is Liverpool City Centre. Privately owned e-scooters cannot be used on the road or in public spaces.</p> <p>Pedal Cycles are not classed as a motorised vehicle and therefore the law does not apply for speeding, however in certain circumstances a rider could fall under the offence of 'careless cycling' or 'dangerous cycling'.</p>
40	The scheme will increase bus journey times.	<p>Most bus services travel along roads that will stay at their current speed limit. It is only at the ends of some routes, where the buses go onto residential roads or where they travel along busy district centres, where the speed limit might be 20mph. Most buses spend very little time travelling at more than 20mph, particularly in residential areas, due to the frequency of stops and the need to carefully negotiate obstacles such as parked cars. Even on main bus routes a recent study found that less than 25% of the time was spent above 30kmph (18.5mph) (Passenger Transport Executive Group – Bus Idling and Emissions). At peak times, this proportion is even less.</p>
41	Should look at reducing speed limits down to 30mph on rural roads instead.	<p>There are regulations regarding speed limits on rural roads. There have been speed limit reviews in the past and these are carried out on a regular basis. There will be a future speed limit review taking place that will address the most appropriate speed limits for rural roads.</p>
42	Reducing speeds on busier roads will make vulnerable road users think that all similar roads are the same and they will not take the necessary precautions on higher speed roads.	<p>The 20mph speed limits are being proposed for residential areas and busy district centres with popular amenities, high levels of footfall and pedestrian crossing points where pedestrians and all other road users should feel safe.</p>
43	Most motorists already stick to 20mph in side roads and signage will not change that.	<p>If the majority of motorists already travel at around 20mph in residential areas and where there are pedestrians and vulnerable road users, then this scheme is just a formalisation of that.</p>
44	Collisions caused by bad driving standards, education would be better.	<p>A combination of mobile enforcement vehicles and fixed cameras will be used to make roads safer for all users. Community Speed Watch groups, the council road safety team and the local policing teams, will also continue to seek opportunities to provide education for drivers, particularly those who are exceeding the speed limit.</p>
45	Cars are no longer able to cruise in higher gears.	<p>If radial routes are used wherever possible, where speed limits are to be retained, rather than cutting through residential and district centre areas, then motorists will be able to travel at higher speeds for the majority of their journey.</p>
46	The process is flawed.	<p>The scheme proposals have been advertised and progressed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. As directed by the regulations, all representations will be considered by the Environment, Climate Emergency and Transport Committee who will</p>

		make a decision on how to progress.
47	Leading cause of road traffic collisions is drivers under the influence of alcohol and / or drugs.	The 3 leading causes of road traffic collisions in England are; motorists failing to look properly, failing to judge other persons path or speed and driving recklessly or with excessive speed. Road collisions are also the worldwide leading cause of death for children and young adults between the ages of 5 and 29 years.

Petitions received via Wirral Council

Petition No.1 – Stop 20mph Speed Limits

We the undersigned petition the council to Stop 20mph speed limits.

I am writing to present a defense against the proposed initiative to make 80% of Wirral roads subject to a 20mph speed limit. While the aim to enhance safety on the roads is commendable, it is my firm belief that this particular proposal has several negative implications that warrant careful consideration.

Inefficiency and Traffic Congestion: By implementing a 20mph speed limit on such a significant portion of the road network, we risk severely impeding traffic flow. The reduced speed limit may cause unnecessary delays and congestion, particularly during peak hours when commuters rely on efficient travel times. Congested roads not only waste valuable time but also contribute to increased pollution levels as vehicles spend more time idling in traffic.

Economic Impact: The reduced speed limits will have a detrimental effect on the local economy. Slower traffic will lead to longer delivery times for businesses, increased fuel consumption, and ultimately higher transportation costs. Furthermore, the potential decrease in road capacity due to congestion can discourage business investments and negatively affect the overall economic development of the Wirral region.


Diverted Traffic and Environmental Impact: Enforcing a 20mph speed limit on the majority of Wirral roads may lead to increased traffic diversion onto alternative routes. This scenario could result in more congestion and safety issues in areas not initially affected by the speed limit change. Additionally, increased traffic volumes on alternative routes could lead to a rise in air pollution levels, undermining efforts to improve air quality and contribute to environmental sustainability.

Unrealistic Compliance and Enforcement Challenges: Achieving widespread compliance with a 20mph speed limit poses significant challenges. Many drivers may find it difficult to adjust to such low speeds, particularly on roads that are designed to accommodate higher speeds. Enforcing compliance across a large area would require a substantial allocation of resources, including additional police presence and speed cameras, which may strain the already stretched budget and divert attention from other pressing law enforcement matters.

Limited Impact on Road Safety: While road safety is a paramount concern, implementing 20mph speed limits across 80% of Wirral roads may not yield the desired results. There is limited evidence to suggest that reducing speed limits to such low levels on non-residential roads significantly reduces accident rates. Moreover, drivers may become complacent and less attentive due to the slower speeds, leading to an increase in other forms of risky behavior, such as distracted driving.

In conclusion, the proposed initiative to impose a 20mph speed limit on 80% of Wirral roads raises legitimate concerns about traffic flow, economic impact, diverted traffic, enforcement challenges, and the actual impact on road safety. While the objective of improving safety is crucial, alternative measures should be explored that strike a balance between safety and the efficient functioning of the road network. A more comprehensive approach, such as targeted speed limit reductions in high-risk areas or improved driver education and awareness campaigns, may prove more effective in achieving the desired outcomes.

Thank you for considering these points. I hope this defense helps provide a comprehensive perspective on the potential drawbacks of implementing 20mph speed limits on a significant portion

Started by: 

This ePetition ran from 01/06/2023 to 13/07/2023 and has now finished.

8 people signed this ePetition.

Response provided:

On a clear stretch or road, travelling at 20mph will obviously take longer than travelling at a higher speed. However, research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph may help to improve traffic flow. In addition, as a result of reduced acceleration and braking, 20mph may help to reduce fuel consumption and associated emissions. The greatest environmental benefit from the change will come from unlocking the potential for walking or cycling short distances instead of driving. Guidance from the Department for Transport states that adopting a smoother driving style can also achieve lower emissions and that generally driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used. Along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph also reduces fuel consumption. The advancement of electric vehicles will also have a major impact on air pollution and noise. 20mph creates a safer environment for everyone, including motorists. It will not significantly increase journey times and, by easing traffic flow, may actually reduce some journey times.

20mph will mainly apply on residential streets, and in selected locations on main roads. Most main roads will keep their existing 30mph or 40mph speed limits and 50mph or 60mph in rural areas, so once drivers leave residential area 20mph Speed Limits and join the main road network, which is better suited to carry higher levels of traffic, there should be little to no impact on journey times. The parts of any journey affected would only be the relatively short sections of that journey that would be on 20mph roads in order to reach the main road network. A recent monitoring report from the first eight settlement areas introducing as default 20mph in Wales found that there was a minimal impact on journey times. This can be explained by the fact that overall point-to-point speeds in most urban areas are determined by delays at junctions and signals rather than the speed limit on the sections of roads between them. For the majority of the day, it is rare for vehicles in towns and cities to reach 30mph for more than one or two minutes before they are slowed by queuing vehicles or red signals.

The council is trying to balance the needs of drivers with the safety and environment of local residents. This will be a change and it will take some conscious decision making as a driver to make a difference. However, over time it will become accepted such as other road safety campaigns like the wearing of seatbelts and anti-drink driving.

It will take some time for 20mph to become second nature. In reality, motorists rarely drive at a consistent speed, particularly in built up urban areas where drivers are constantly accelerating, decelerating and braking to respond to current traffic speeds, traffic lights or junctions.

It is proposed that the 20mph limit would be enforced in the same way as the existing 30mph limits in the borough. Signs and lines would be installed to make drivers aware of the 20mph limit. 20mph would be the legal limit on the roads affected and should persistent speeding at certain locations become an issue, further measures would be considered in order to address this. Classified roads by definition are a throughfare for the distribution of traffic through major towns or cities. Where possible, Merseyside Police already conduct speed enforcement on these roads.

A combination of mobile enforcement vehicles and fixed cameras will be used to make roads safer for all users. Community Speed Watch groups, the council road safety team and the local policing teams, will also continue to seek opportunities to provide education for drivers, particularly those who are exceeding the speed limit.

The objective of the scheme is not just about introducing 20mph speed limits, it is also about providing much better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. Local authorities have previously planned transport schemes with vehicle use as a main consideration and this may have encouraged people to use cars. However, the priority now should be to make the road network more attractive for walking and cycling and safer for all road users.

The majority of signed only 20 mph speed limit areas in many parts of the country have shown a positive improvement in terms of accident and speed reduction. Schemes introduced nationally have shown that where 20mph speed limits have been introduced, the walking and cycling counts have increased. Many other areas where a 20mph speed limit has been introduced also report an increase in cycle and pedestrian numbers on the street. It has been proven that any reduction in mean speeds, however minor, have resulted in a marked decrease in reported collisions. The "20's plenty" campaign website provides information on the potential casualty reductions. You can view this at the following link:

https://www.20splenty.org/20mph_casualty_reduction

Petition No.2 – Stop making roads 20MPH

We the undersigned petition the council to Stop making roads 20MPH

We want to stop making roads 20mph across the entirety of Wirral without an actual public speaking, 80% of roads on the scheme are completely unjust for 20mph,

The Wirral is not London, and it is not suitable for 20mph roads.

This is going to have huge impact on many key workers who use public transport, and other just commuting in and out of the Wirral.

20mph zones are for school and pedestrian populated zones!

Started by:  (WirralsVoice)

This ePetition runs from 14/07/2023 to 06/09/2023.

Response provided:

In terms of the consultation element of the scheme, delivering direct mail to each of the 80,000 + properties within Phase 1 and Phase 2 of the scheme would have been very costly, not to mention that it would not be the environmentally conscious option. Therefore, it was agreed that press releases, social media alerts, public notices in the newspaper and displayed throughout each of the areas and a dedicated section on Wirral Council's website would be sufficient to meet the consultation requirements of Section 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The public notices in the newspaper and on site are the statutory legal part of the process. The regulations also direct a minimum 21-day statutory consultation period for TRO schemes such as this, however, the council decided to extend this to 28 days for these particular schemes, to give extra time for feedback. The formal public consultation exercise is a statutory legal requirement of the scheme and is not a vote on whether a proposed scheme should be progressed or not. The consultation period is where issues might be raised of which officers are unaware. However, if known and expected concerns are raised, officers can sometimes try and mitigate those concerns, but this is not always possible. All feedback from the consultation for the various phases of the scheme has been or will be reported to the Environment, Climate Emergency and Transport Committee for consideration.

It is important to note that the public consultation is not representative of the overall population but provides information on the opinion only of those residents who engaged. For context, the areas contained within Phase 1 of the scheme included approximately 50,000 properties and in excess of 150,000 residents / commercial business owners. Approximately 1,000 people provided feedback with roughly 1/3 of those being supportive and 2/3 raising concerns.

Many cities and towns in the UK have introduced widespread 20mph speed limits, including neighbouring authorities in Liverpool, Sefton, Warrington and Cheshire West and Chester. Wirral is similar in nature to those areas.

20mph will mainly apply on residential streets, and in selected locations on main roads. Most main roads will keep their existing 30mph or 40mph speed limits and 50mph or 60mph in rural areas, so once drivers leave residential area 20mph Speed Limits and join the main road network, which is better suited to carry higher levels of traffic, there should be little to no impact on journey times. The parts of any journey affected would only be the relatively short sections of that journey that would be on 20mph roads in order to reach the main road network. A recent monitoring report from the first eight settlement areas introducing as default 20mph in Wales found that there was a minimal impact on journey times. This can be explained by the fact that overall point-to-point speeds in most urban areas are determined by delays at junctions and signals rather than the speed limit on the sections of roads between them. For the majority of the day, it is rare for vehicles in towns and cities to reach 30mph for more than one or two minutes before they are slowed by queuing vehicles or red signals.

Introducing the lower speed limit aims to provide benefits for all road users, not just vulnerable school children. Also, children only spend a small amount of their time at school, and we would like to introduce measures that will protect them at other times also, within the places that they live, socialise, and play etc.

The introduction of 20mph speed limits is most beneficial in residential, shopping and school locations and therefore each of the 52 proposal areas has been chosen based on the makeup of those areas and type of amenities present, as well as considering current collision data. Main roads, also known as A and B roads, are to keep their current speed limit and not be changed to 20mph unless it, or parts of it, run through local centres, such as residential areas, schools, shopping places, leisure facilities, hospitals etc.

Petition No.3 - Extend China Farm Lane 20mph zone to make safer for horses and equestrians

We the undersigned petition the council to Extend the 20mph zone on China Farm Lane to include the horse crossing area outside China Plate Farm. Road incidents involving horses are on the rise on the Wirral, however, China Farm Lane's greatest horse crossing hotspot outside China Plate Farm is not part of 20mph reductions. The current 20mph reduction only applies to China Farm Lane from its junction with Frankby Road, ending to a point 50 metres north west of Grange Farm Crescent. This then increases to 30 which encourages acceleration on a blind bend on a busy route used by school busses, trucks, vans and cars. Equestrians have to cross this hazardous stretch daily to enter paddocks directly opposite the farm or as a starting point when exiting the farm for hacking. We would ask that the 20mph zone is extended on China Farm Lane to its junction with Saughall Massie Road or 50 meters north west of the farm, whichever is farther.

Earlier this year, The British Horse Society, as part of the Dead Slow campaign, revealed that from January 1 2022 to December 31 2022 there was a total of 17 incidents in Wirral.

This is an increase of two from the previous year (2021), which totaled 15.

Started by: 

This ePetition runs from 21/07/2023 to 01/11/2023.