

REPORT: Executive Board

DATE: 3 September 2015

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objections to Proposed 20 mph Speed Limits,
Various Locations

WARDS: Windmill Hill, Grange, Beechwood, Halton Lea, Halton Brook,
Riverside, Appleton, Ditton, Hough Green

1.0 PURPOSE OF REPORT

- 1.1 To report on objections that have been received following public consultation on a proposed Traffic Regulation Order to introduce 20 mph speed limits on a number of roads in Halton. The original proposals are set out in Appendix 'B' and plans of the areas affected are shown in Appendix 'C'.
- 1.2 The Environment and Urban Renewal Policy and Performance Board (E&UR PPB) considered these objections at its meeting of 24th June 2015, and endorsed the report's recommendations to implement the proposed 20mph Order on those roads set out in Appendix B, with the exception of Beechwood Avenue, and to submit the report to the Executive Board for resolution.

2.0 RECOMMENDATION: That

- 1) the Board approves the proposal to make a Traffic Regulation Order to implement a 20mph speed limit on those roads defined in Appendix 'B' with the sole exception of Beechwood Avenue; and**
- 2) the objectors be informed of the decision.**

3.0 SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with the ward councillors, the Executive Board member – Transportation and Cheshire Police; the Operational Director (Policy, Planning and Transportation) issued approval to advertise proposals to implement a 20mph speed limit over a series of residential areas in Halton and in February 2015 10,000 leaflets were delivered to directly affected households notifying them of the proposed change. The areas affected are defined in Appendix 'B' with corresponding plans in Appendix 'C'.
- 3.2 The purpose of 20 mph speed limits is to encourage lower driving speeds and create a safer environment for vulnerable road users in essentially residential areas, redressing the balance between people and traffic. This batch of 20 mph areas followed a similar exercise in 2014, where a broadly similar area was changed to the lower speed limit. The introduction of 20 mph areas is encouraged by national government.
- 3.3 Overall, 17 letter/emails were received, 16 of which were objections to aspects of the proposals. Several of the writers made reference to traffic and other issues in addition to lodging objections to the 20 mph speed limit proposals and these will be addressed directly and responses sent separately. The objections are summarised in Appendix 'A'.

Copies of the full, original objections will be available at the Board meeting.

- 3.4 The two specific objections relating to **Palace Fields Avenue** were primarily related to a belief that the lower speed limit would not be complied with and would be of little value, expressing concerns over enforcement. However, the route carries physical traffic calming for its full length which naturally restricts traffic speeds and negates the need for a high degree of Police enforcement. It is recommended that the 20 mph speed limit is implemented at this location.
- 3.5 Nationally, the government is keen to see the introduction of 20 mph speed limits in order to reduce road traffic accidents and to encourage more people, especially children, to walk and cycle rather than travel by car. In the case of **Beechwood Avenue**, there are two schools sited adjacent to the route hence the inclusion of Beechwood Avenue in this year's batch of proposed 20mph roads. However, the estate was designed to keep pedestrians and vehicular traffic apart, although some footpaths have now been constructed adjacent to Beechwood Avenue to provide access to bus stops.

The eleven specific objections relating to Beechwood Avenue covered a range of issues as set out in Appendix 'A', with several writers expressing a belief that the reduced speed limit is unnecessary given the physical layout and geometry of what is a district distributor road and bus route already equipped with a range of facilities to assist vulnerable road users, and two School Crossing Patrols operating adjacent to the local schools.

It is now recommended that Beechwood Avenue be excluded from the proposed 20 mph zones for the Beechwood area.

- 3.6 Four objections were received to the introduction of 20 mph speed limits **generally**, and these are summarised in Appendix 'A'. The main points raised are as follows:

No costing for implementation. The total cost for implementing all the proposals is approximately £10,000.

No consideration of policing/pointless if not fully policed and 20 mph. limits are unworkable and are ignored. Most of the proposals relate to relatively narrow, winding residential roads where traffic speeds are naturally well below 30 mph and 20 mph restrictions will be largely self-enforcing.

No study of need/lack of justification. National guidance encourages the introduction of 20 mph limits as experience shows that such areas enjoy reduced numbers and severities of road traffic collisions, encourage walking and cycling and redress the balance between people and traffic.

Lower speed limit should be restricted to side roads designed to restrict speeds naturally, not main through routes. The highways here recommended for 20 mph. speed limits are either traffic calmed or constructed with speed-reducing geometry.

20 mph limits are more dangerous for those that comply due to dangerous overtaking. National statistics and guidance from the Department for Transport do not support this viewpoint.

It is recommended that the 20 mph. speed limits proposed are implemented, with the exception of Beechwood Avenue.

- 3.7 One resident also objected to Wood Lane, Beechwood being included in the list of routes to receive a 20 mph speed limit, but this route was not included in the recommended list.

4.0 POLICY IMPLICATIONS

- 4.1 The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any accident casualties. Road safety casualty reduction work is consistent with the policies and approaches incorporated in Halton's Local Transport Plans.

5.0 FINANCIAL IMPLICATIONS

- 5.1 It is estimated the speed limit signing would cost of the order of £10,000. These costs will be charged to Local Safety Scheme budget.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services through encouraging walking and cycling.

6.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

6.3 A Healthy Halton

A reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

6.4 A Safer Halton

The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings.

6.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

7.0 RISK ANALYSIS

- 7.1 The introduction of 20 mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings. No full risk assessment is required.

8.0 EQUALITY & DIVERSITY ISSUES

- 8.1 There are no direct equality and diversity issues associated with this report.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

- 9.1 Report to Environment & Urban Renewal Policy & Performance Board, 24th June 2015 (Item 7A) – Objections to Proposed 20 mph Speed Limits, Various Locations

SUMMARY OF OBJECTIONS

Objections relating to proposed 20 mph speed limit Palace Fields Ave.: (2 no.)

A 20 mph speed limit:

- Will not be complied with.
- Is of no real value.

Enforcement concerns.

Objections relating to proposed 20 mph speed limit Beechwood Ave.: (11 no.)

A 20 mph speed limit would:

- Be impractical.
- Not contribute to road safety/would increase traffic accident numbers.
- Be unnecessary.
- Be an inconvenience.
- Cause congestion/delays/frustration.
- Waste fuel/cause pollution.
- Make access/egress to side roads more difficult.
- Be disregarded.

Beechwood Avenue is a winding route which reduces traffic speeds.

Lack of accident history/30 mph is a safe speed.

Present traffic calming features are sufficient.

Route only included to save cost of signing side roads.

Enforcement concerns.

Beechwood Avenue is a bus route/main thoroughfare.

Schools have School Crossing Patrollers to protect children.

Modern vehicle performance negates need for 20 mph. speed limit.

Objections relating to all proposed 20 mph speed limits generally: (4 no.)

No costing for implementation.

No consideration of policing/pointless if not fully policed.

No study of need/lack of justification.

20 mph limits are unworkable and are ignored.

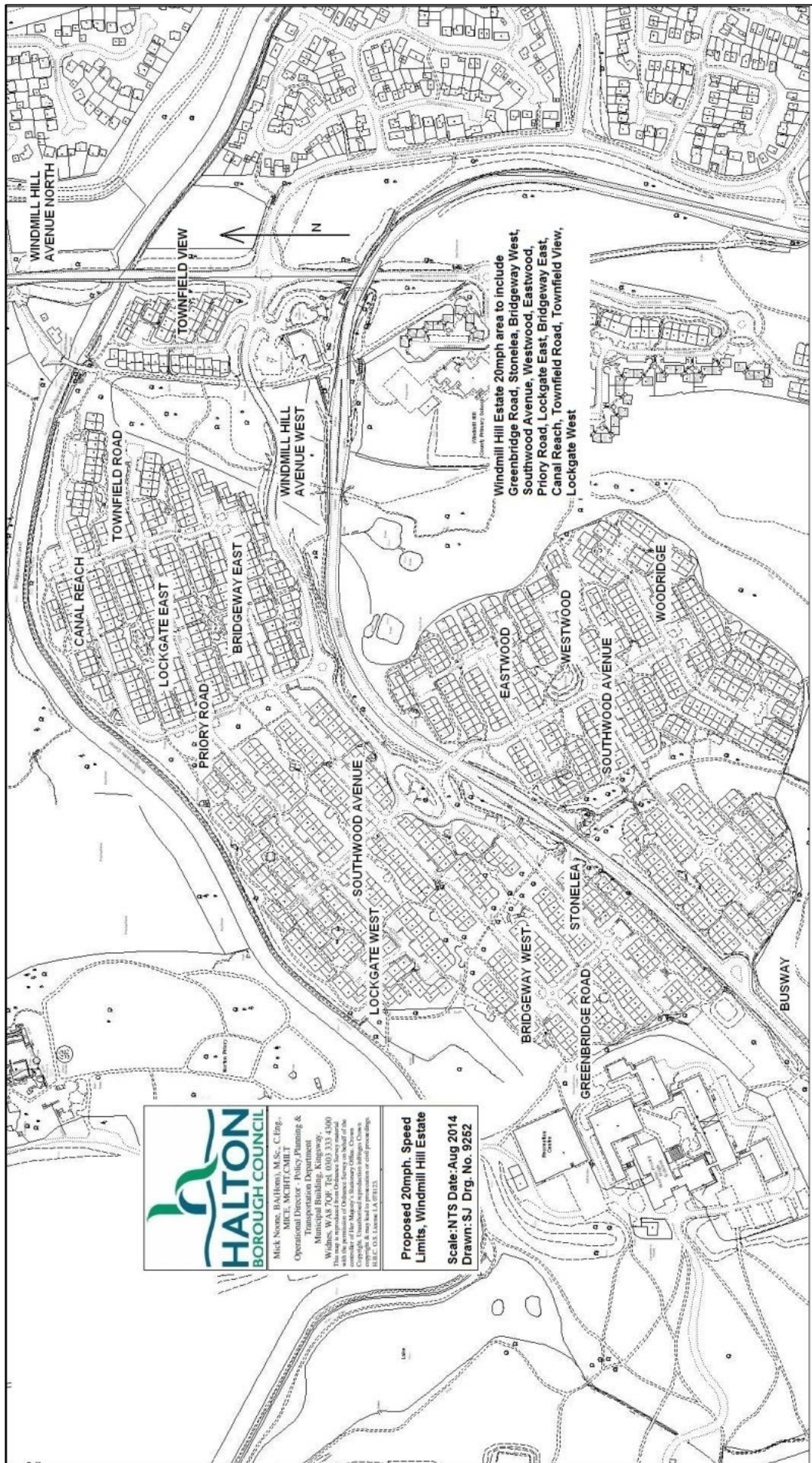
Lower speed limit should be restricted to side roads designed to restrict speeds naturally, not main through routes.

20 mph limits are more dangerous for those that comply due to dangerous overtaking.

Details of Proposed Order

20mph speed limits have been proposed for the full adopted length of the following vehicular highways in the following areas:

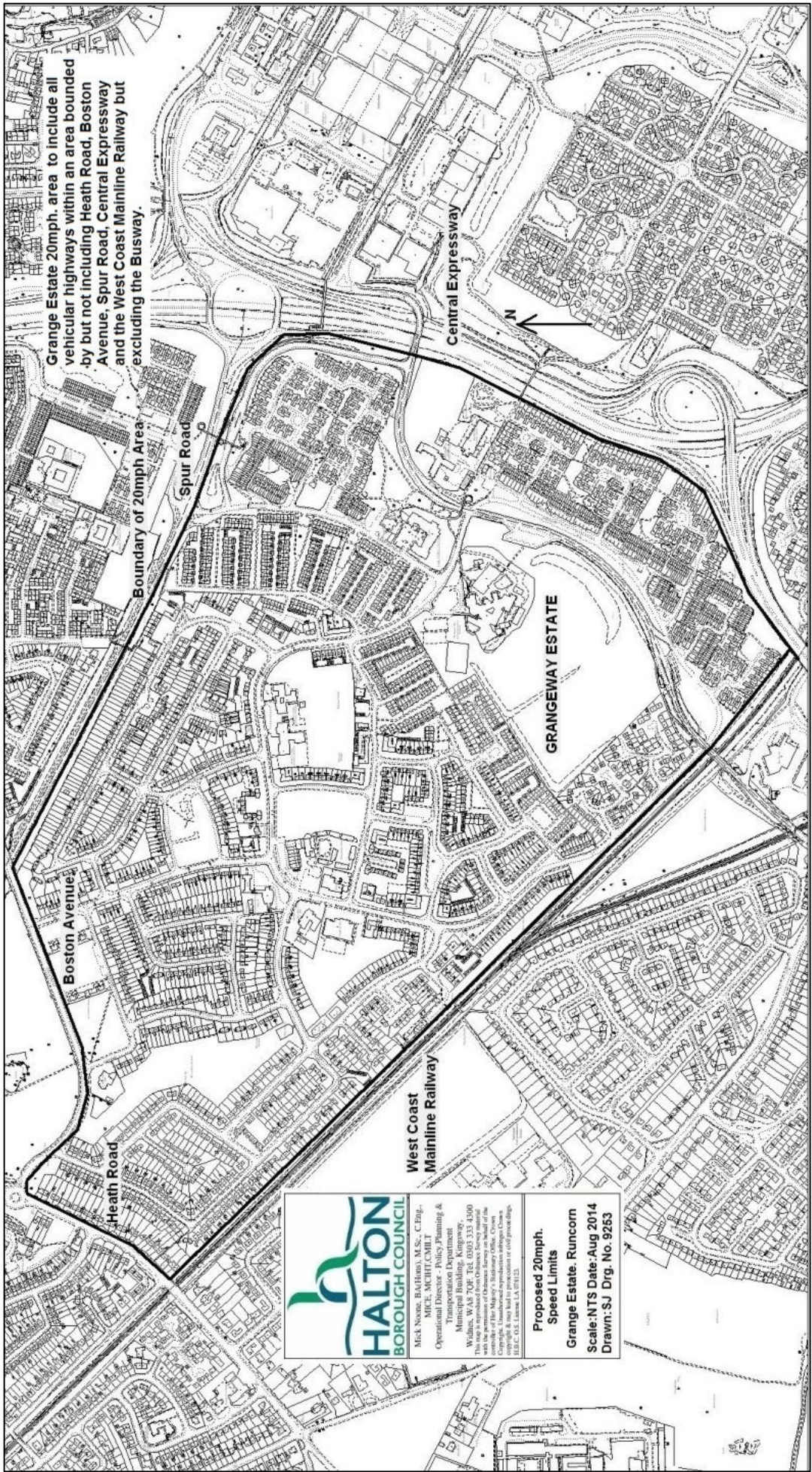
Road/Area	Details
Windmill Hill Estate Area, Runcorn	To include Greenbridge Road, Stonelea, Bridgeway West, Bridgeway East, Southwood Avenue, Westwood, Eastwood, Priory Road, Lockgate East, Canal Reach, Townfield Road, Townfield View and Lockgate West.
Grange Estate Area, Runcorn	To include all vehicular highways that are within an area bounded by but not including Heath Road, Boston Avenue, Spur Road, Central Expressway and the West Coast Mainline Railway but excluding the Busway.
Beechwood Estate Area, Runcorn	To include all vehicular highways that are within an area bounded by but not including the Southern Expressway, Weston Link, Weston Point Expressway, M56 Motorway and Wood Lane.
Palace Fields Estate Area, Runcorn	To include all vehicular highways that are accessed via Palace Fields Avenue, including Palace Fields Avenue itself, excluding the Busway.
Millfield Road Estate, Widnes	To include all vehicular highways in an area bounded by but not including Ansdell Road, Peel House Lane and Albert Road, also and including Mill Brow.
Ashbrook Estate Area and Halton Station Road, Runcorn	To include all vehicular highways in an area bounded by but not including Wood Lane, M56 motorway, Chester-Runcorn railway line, also and including that section of Halton Station Road extending from Clifton Road to the Halton Station Road/Ashbrook Avenue/Wood Lane junction.
Haddon Drive Estate, Widnes	To include all vehicular highways accessed by and including Haddon Drive between its junctions with Liverpool Road and Cherry Sutton.
Nazareth House Estate, Widnes	To include McKeagney Gardens and Nazareth House Lane.
Oakfield Drive Estate, Widnes	To include all vehicular highways that connect directly or indirectly to the west side of Ditchfield Road between its junctions with Liverpool Road and Ditchfield Place.
Picton Avenue/Saxon Road Area, Runcorn	To include all vehicular highways in an area bounded by but not including Bridgewater Expressway, Heath Road, Latham Avenue, Halton Road and Grange School, also and including Stonehills Lane but excluding Picton Avenue.
Clapgate Crescent Estate, Widnes	Clapgate Crescent.



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BOROUGH COUNCIL

Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCHT, CMLT
Operational Director - Policy, Planning &
Transportation Department
Municipal Buildings
Widnes, WA9 7QB Tel: (0151) 333 4100
Fax: (0151) 333 4101
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**Proposed 20mph. Speed
Limits, Windmill Hill Estate**
Scale: NTS Date: Aug 2014
Drawn: S.J. Drg. No. 9262



Grange Estate 20mph. area to include all vehicular highways within an area bounded by but not including Heath Road, Boston Avenue, Spur Road, Central Expressway and the West Coast Mainline Railway but excluding the Busway.

Boundary of 20mph Area

Spur Road

Central Expressway


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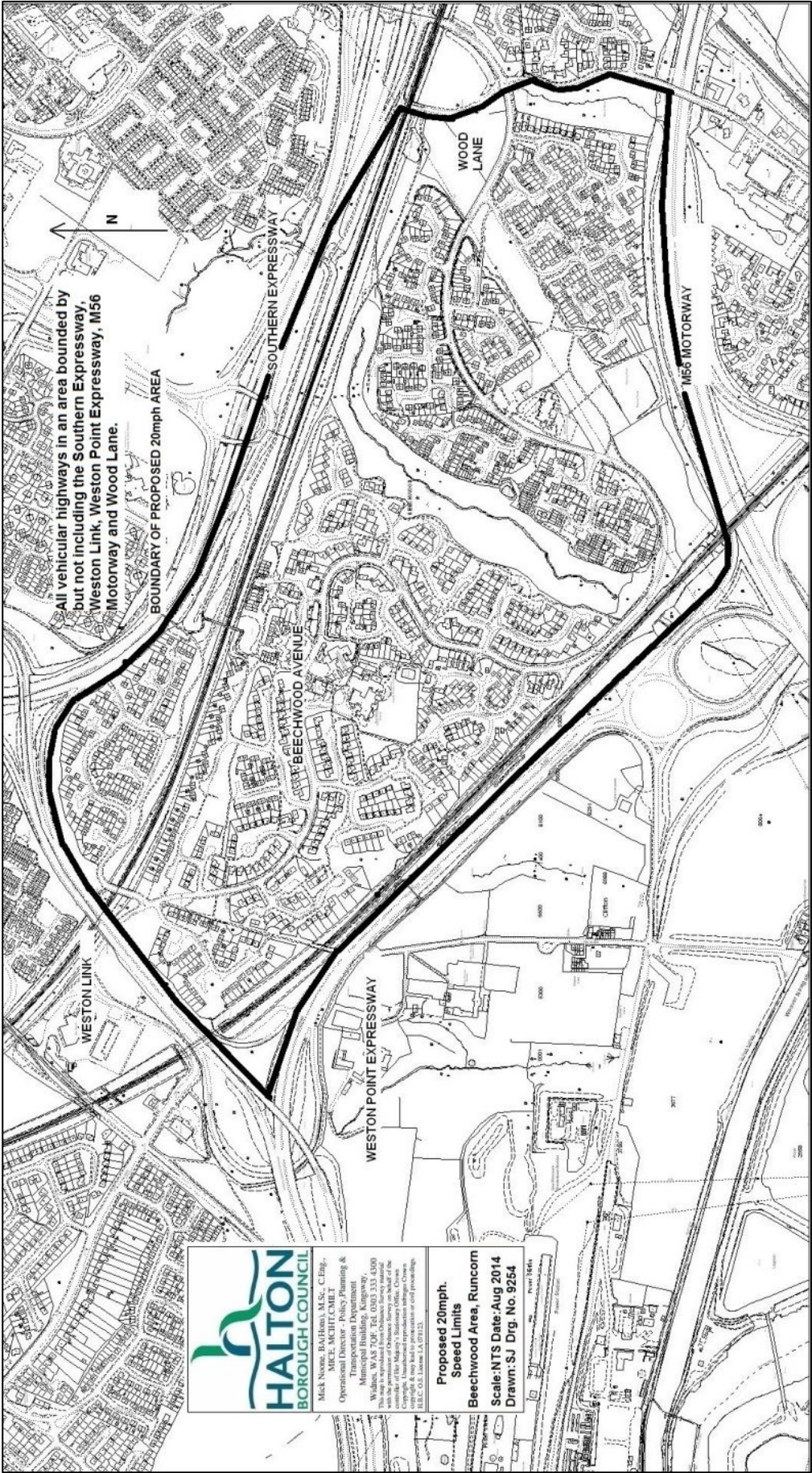
GRANGEWAY ESTATE

Boston Avenue

Heath Road

West Coast Mainline Railway

	<p>Mick Noone, BA(Hons), M.Sc., C.Eng., MICE, MCHT, CMIIT Operational Director - Policy Planning & Transportation Department Middlesbrough Council Widdows Way, 704F, Tel: 01643 333 4300</p> <p><small>This map is reproduced from Ordnance Survey material under license from the Controller of Her Majesty's Stationary Office, Crown Copyright. Unauthorised reproduction is prohibited. © Crown Copyright, Ordnance Survey, 2013. Licence: LA 010123.</small></p>
	<p>Proposed 20mph. Speed Limits Grange Estate, Runcorn Scale: NTS Date: Aug 2014 Drawn: SJ Drg. No. 9253</p>



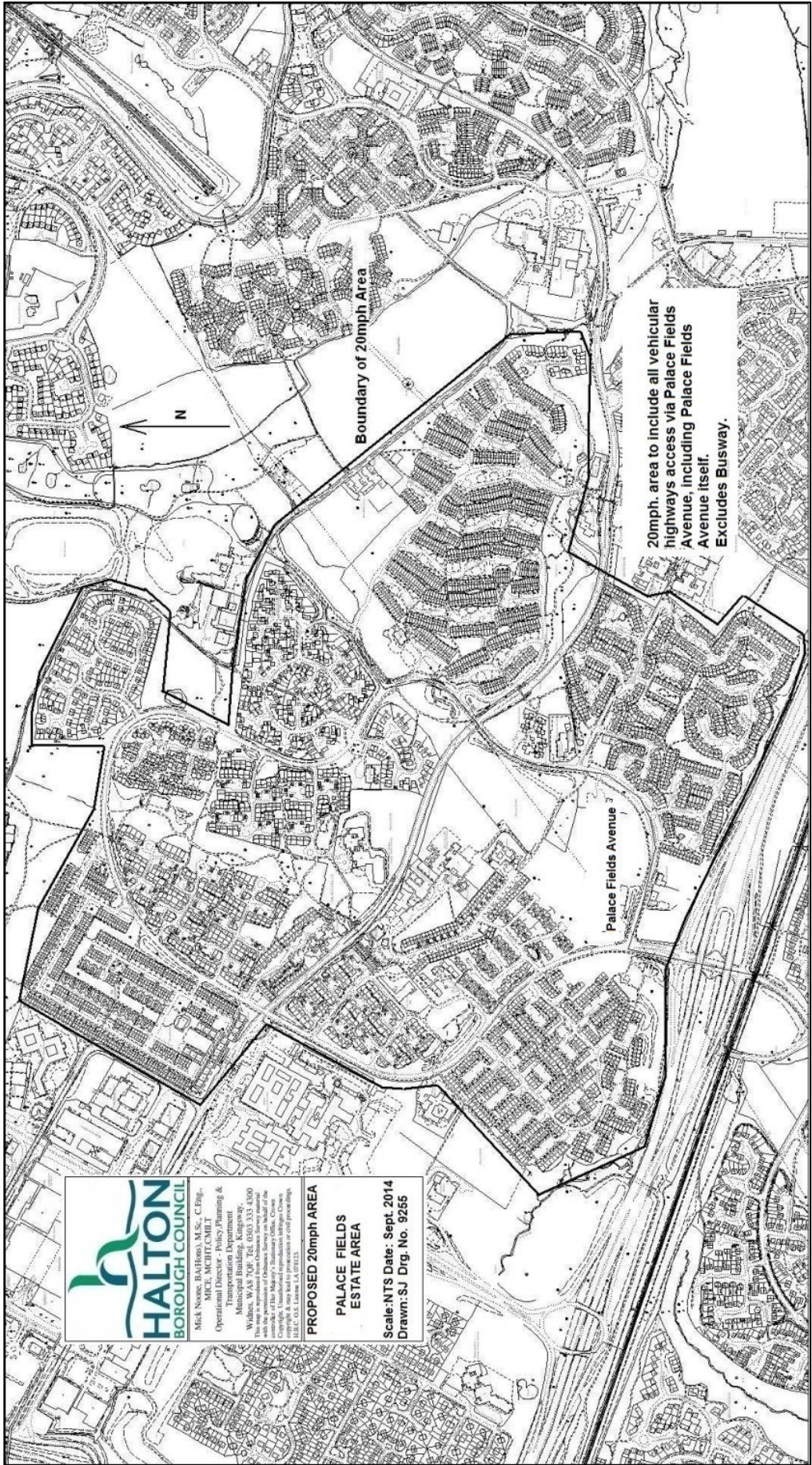
All vehicular highways in an area bounded by
but not including the Southern Expressway,
Westwood Link, Westwood Point Expressway, M56
Motorway and Westwood Lane.

BOUNDARY OF PROPOSED 20mph AREA



Ms A. NORD, BA(Hons), M.Sc., C.Eng.
MCE, MCHT, CMILT
Operational Director - Policy Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, Cheshire, WA8 7RS
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**Proposed 20mph
Speed Limits
Beechwood Area, Runcorn**
Scale: NTS Date: Aug 2014
Drawn: S.J. Drg. No. 9254



Mick Anson, BA(Hons), M.A.S., CEng.,
 MCE, MCHIC/MILT
 Operational Director - Policy Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Walsley, W.A.S. TQ17 7BL, 0303 333 4300

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PROPOSED 20mph AREA
PALACE FIELDS
ESTATE AREA

Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9255

20mph. area to include all vehicular
 highways access via Palace Fields
 Avenue, including Palace Fields
 Avenue itself.
 Excludes Busway.



Boundary of 20mph Area

All vehicular highways within an area bounded by but excluding Ansdell Road, Peel House Lane and Albert Road but including Mill Brow.



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCHFC/MILT
 Operational Director, Policy Planning &
 Transport
 Municipal Buildings, Alderway,
 Widnes, W.A.S. 70P, Tel. 0933 333 4300
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**MILLFIELD ROAD
 ESTATE AREA, WIDNES
 PROPOSED 20mph
 AREA**

Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9265



20mph area bounded by but not including Wood Lane, M56 motorway, Chester-Runcorn Railway Line, also including that section of Halton Station Road extending from Clifton Road to the Halton Station Road/Ashbrook Avenue/Wood Lane junction.
Proposed speed limit to apply to all vehicular highways.



HALTON BOROUGH COUNCIL
 Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCHT/CMBILT
 Operational Director - Policy, Planning &
 Technical Services
 Municipal Buildings, Kingsway,
 Widnes, WA8 7QP. Tel: 0193 333 4300
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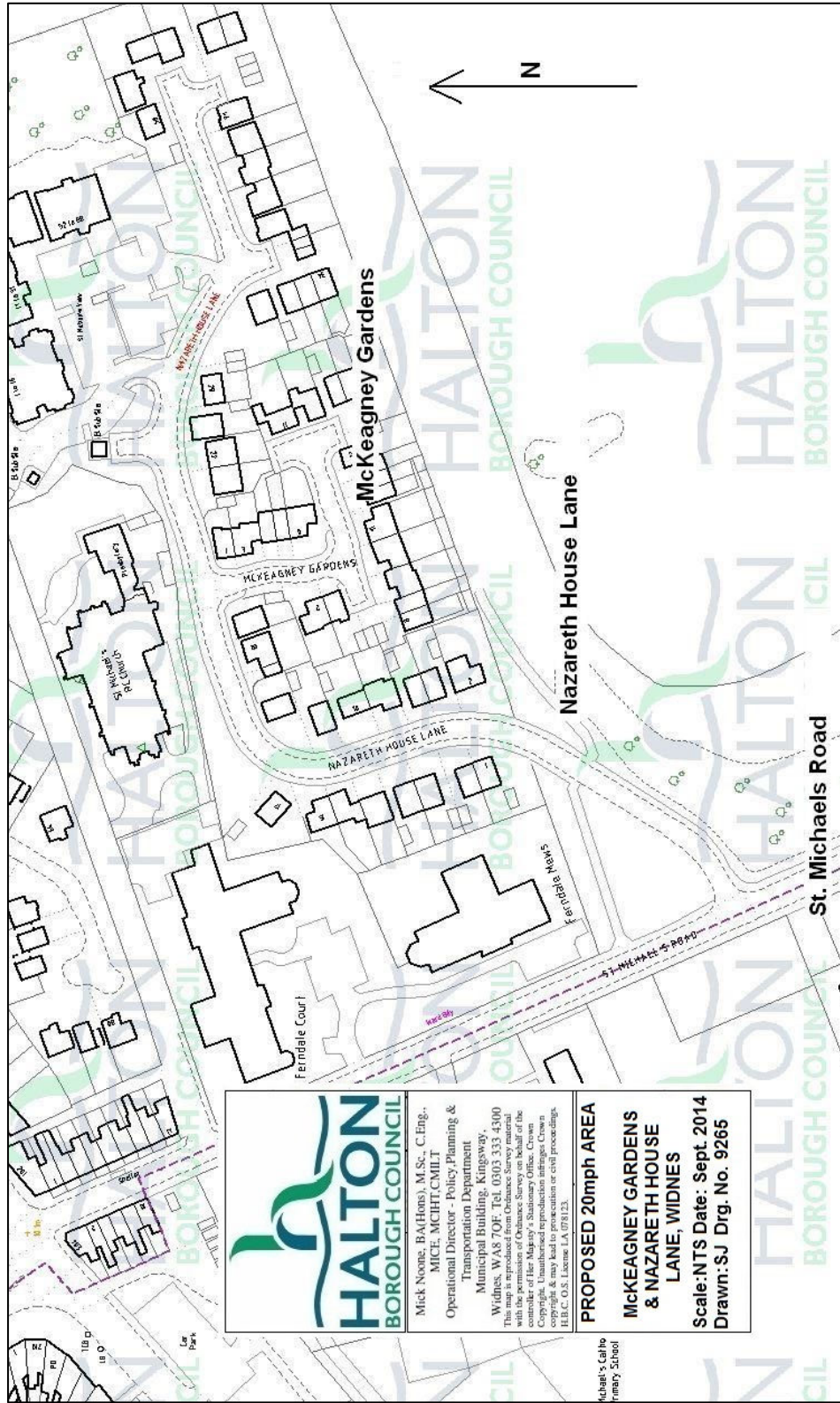
**Proposed 20mph Speed
 Limit Area - Ashbrook
 Estate Area, Runcorn &
 Halton Station Road (Part)**
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9288



Mick Norton, BA(Hons), M.Sc., C.Eng.,
 MICE, MCHFC/MET
 Operational Director - Policy Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Welches, WA8 7QP, Tel: 01924 333 4300
 Fax: 01924 333 4301
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PROPOSED 20mph AREA
HADDON DRIVE
ESTATE AREA

Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9264



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7DF. Tel. 0303 333 4300
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PROPOSED 20mph AREA
McKEAGNEY GARDENS
& NAZARETH HOUSE
LANE, WIDNES
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9265

St. Michaels Catholic
 Primary School

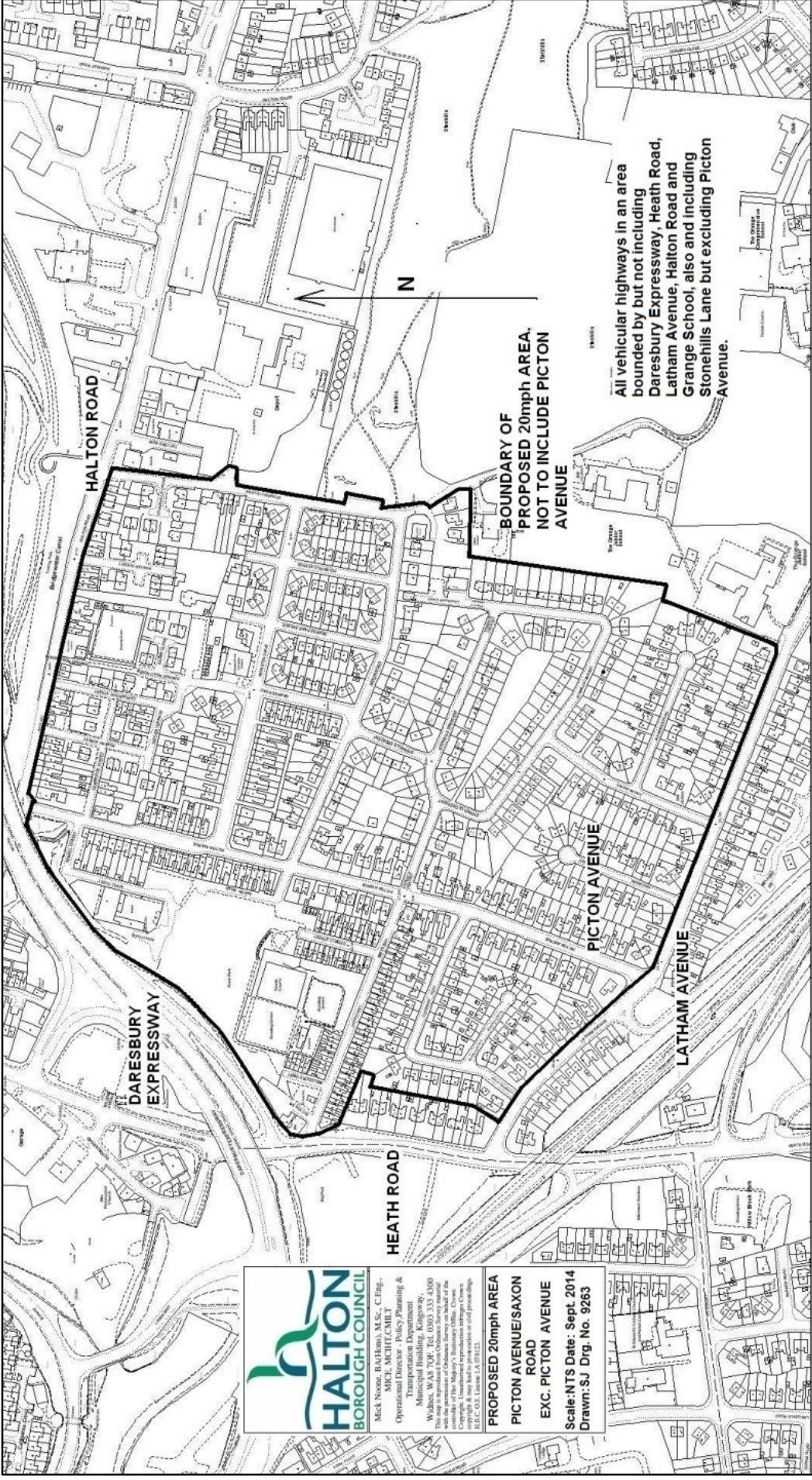


Boundary of 20mph area.
 All vehicular highways that connect
 directly or indirectly to the west side of
 Ditchfield Road between its junctions with
 Liverpool Road and Ditchfield Place



Meek Noone, BA(Hon), M.Sc., C.Eng.,
 MICE, MCHT, CMILT
 Operational Director, Facility Planning &
 Transport Design
 Municipal Building, Kingsway,
 Widnes, WA8 7QP, Tel: 0303 333 4300
 www.halton.gov.uk
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**CLINCTON VIEW AREA,
 WIDNES
 PROPOSED 20mph
 AREA**
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9266



All vehicular highways in an area bounded by but not including Daresbury Expressway, Heath Road, Latham Avenue, Halton Road and Grange School, also and including Stonehills Lane but excluding Picton Avenue.

BOUNDARY OF PROPOSED 20mph AREA, NOT TO INCLUDE PICTON AVENUE



Meek Noone, BA(Hons), M.Sc., C.Eng.,
 Mr P. McCall, Public Planning &
 Operational Transportation Department
 Municipal Building, Kingway,
 Widnes, Warrington, Tel: 01925 333 4300
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PROPOSED 20mph AREA
PICTON AVENUE/SAXON ROAD
EXC. PICTON AVENUE
 Scale: NTS Date: Sept. 2014
 Drawn: S.J. Drg. No. 9263



Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCHFCMIILT
Operational Director, Policy Planning &
Development
Municipal Building, Kingsway,
Widnes, W.A.S. 70P. Tel: 0303 333 4300
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**Proposed 20mph Speed
Limit - Clapgate Crescent,
Hale Bank (Full length)**
Scale: NTS Date: Sept. 2014
Drawn: SJ Drg. No. 9269

Halebank
Recreation Ground