

REPORT: Environment and Urban Renewal
Policy and Performance Board

DATE: 12th September 2012

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Objection to Proposed 20mph Speed Limits,
Hale Village

WARDS: Hale

1. PURPOSE OF REPORT

- 1.1 To report on an objection that has been received following public consultation on a proposed Traffic Regulation Order to introduce 20mph speed limits on roads in Hale Village. The original proposals are set out in Appendix 'B' and the area affected is shown on Appendix 'C'.

2. **RECOMMENDATION: That the Board supports the proposal to make an Order to implement 20mph speed restrictions on those roads in Hale Village listed in Appendix 'B' and that the report be submitted for resolution by the Executive Board.**

3. SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with the ward councillor, the Parish Council and Cheshire Police, the Operational Director (Policy, Planning & Transportation) issued approval to advertise a proposal to implement a 20mph speed limit over most of the residential areas of Hale Village. The proposals and background information are set out in Appendix 'B'.
- 3.2 The purpose of the reduced 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. The policy of introducing of 20 mph areas is contained with the Local Transport Plan.
- 3.3 An objection has been received during the consultation on the proposal. The objection is based on a number of issues as follows:
- 3.3.1 **Objection:** Existing traffic speeds are low and the proposed speed limit is unnecessary and wasteful.

Officer response: The highways covered by this 20mph speed limit proposal are generally residential in nature and most traffic is travelling in these areas at average speeds of this order, due to a combination of the local environment, the road geometry, traffic calming and the number of parked vehicles. In accordance with national guidance, it is therefore permissible for the 20mph speed limit to be

introduced to act as a reminder to all drivers but especially those prone to driving at unsuitably high speeds that they are in a residential area where more caution should be exercised. Whilst Cheshire Constabulary can be requested to enforce such speed limits, the Police would normally expect these to be self-enforcing by virtue of the factors listed above. Whilst there has been just one recorded injury accident on these roads over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the nature of their surroundings.

3.3.2 **Objection:** Signing would spoil the visual appeal of Hale.

Officer Response: Signing would only be introduced where residential roads connect to main roads which are retaining their 30 mph limit. Within the residential areas there would be no additional signing. A total of 20 unlit signs would be required covering all entrance points to the 20mph zones.

3.3.3 **Objection:** Lack of pedestrian traffic.

Officer Response: Lowering speed limits to 20 mph is part of the process of encouraging pedestrian traffic and making our roads more attractive places to walk, thus reducing car usage.

3.4 The objector also suggests the removal of the existing traffic calming features on the approaches to the Village from Speke and Hale Bank. However, these reduced through traffic speeds when they were introduced and they have continued to have an impact on speeds in the area. There are currently no proposals to remove these calming features.

3.5 The objector also requested that 'At Any Time' waiting restrictions be introduced on parts of Arklow Drive. Any such proposal would need to consider the potential impact on adjacent residents and their ability to park. There are currently no proposals to introduce such restrictions.

4.0 FINANCIAL & OTHER IMPLICATIONS

4.1 The cost of implementing the recommended 20mph speed restrictions is approximately £3000 and this will be charged to annual Traffic Management revenue budget.

4.2 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

5. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

5.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

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

5.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority.

5.4 A Safer Halton

Whilst there has been just one recorded injury accident on these roads over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the nature of their surroundings.

5.5 Halton's Urban Renewal

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

6.0 RISK ANALYSIS

6.1 Whilst there has been just one recorded injury accident at this location over the past five years, the proposed 20mph speed limit will help to create a safer environment for vulnerable road users and actively encourage drivers to be more aware of the residential nature of their surroundings. A full risk assessment is not required as there are no major changes to the highway network.

7.0 EQUALITY & DIVERSITY ISSUES.

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

8.0 BACKGROUND PAPERS

8.1 There are no background papers under section 100D of the Local Government Act 1972