

REPORT: Environment & Urban Renewal Policy
& Performance Board

DATE: 24th June 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'.

2.0 RECOMMENDATION: That

- 1) the Board supports 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 report be submitted to the Executive Board for resolution.**

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 letters/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 should 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 KEY DECISIONS ON THE FORWARD PLAN

9.1 These proposals do not constitute a key decision and are not included in the Forward Plan.

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

10.1 None under the meaning of the act.

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.

Appendix


'B'

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, Priors 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.

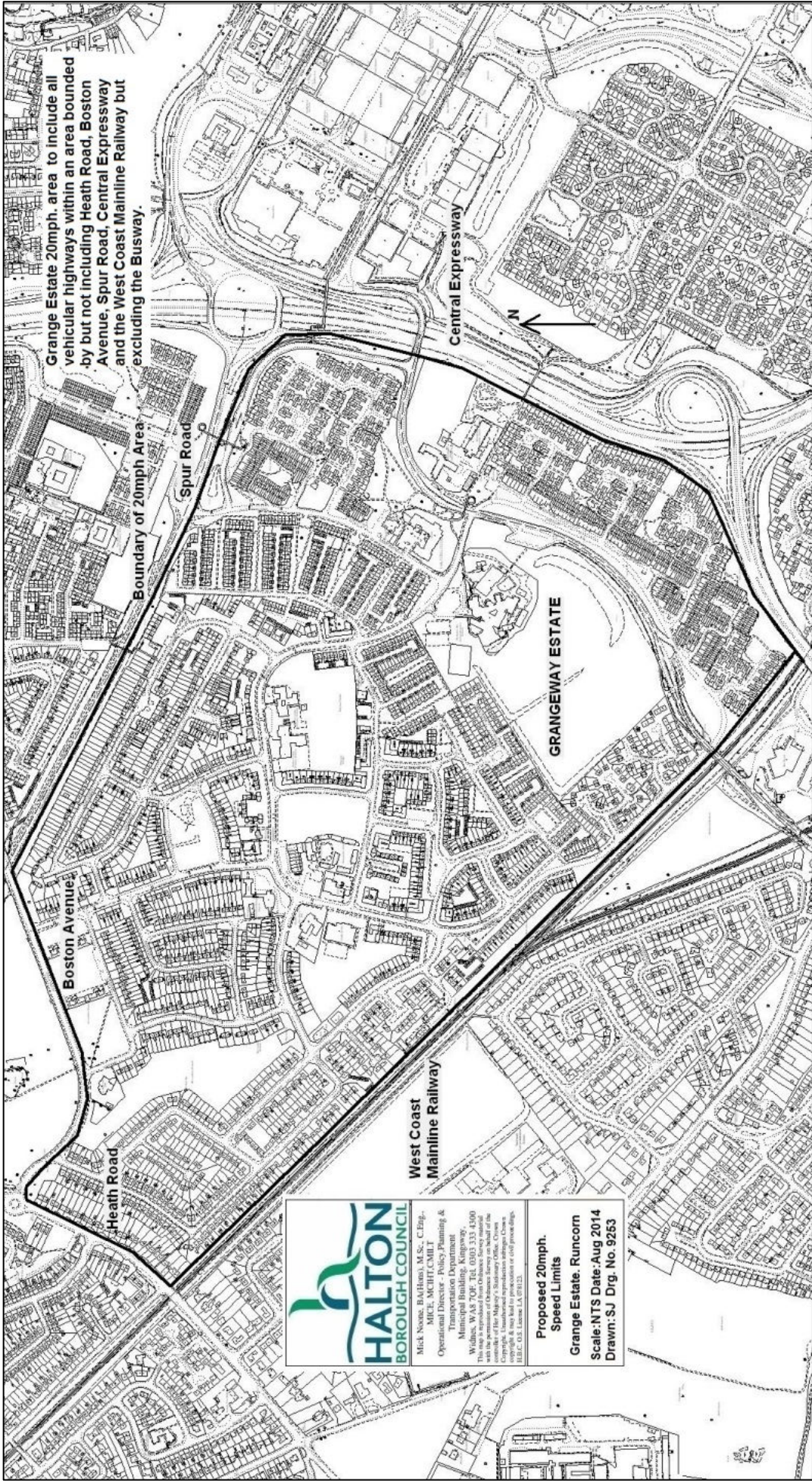



HALTON
BOROUGH COUNCIL

Mick News, BA(Hons), M.Sc., CEng.,
 MICE, MCBT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, W A8 7QP, Tel: (0151) 334 4500
 Fax: (0151) 334 4501
 This document is the property of Halton Borough Council and is loaned to you for your use only. It is not to be reproduced or distributed without the written permission of Halton Borough Council. Copyright © Halton Borough Council 2014. All rights reserved.

Proposed 20mph. Speed Limits, Windmill Hill Estate
 Scale: NTS Date: Aug 2014
 Drawn: SJ Drg. No. 9252

Windmill Hill Estate 20mph area to include
 Greenbridge Road, Stonelea, Bridgeway West,
 Southwood Avenue, Westwood, Eastwood,
 Priory Road, Lockgate East, Bridgeway East,
 Canal Reach, Townfield Road, Townfield View,
 Lockgate West



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

Boston Avenue

Heath Road

Spur Road

Central Expressway

West Coast Mainline Railway

GRANGEWAY ESTATE

N

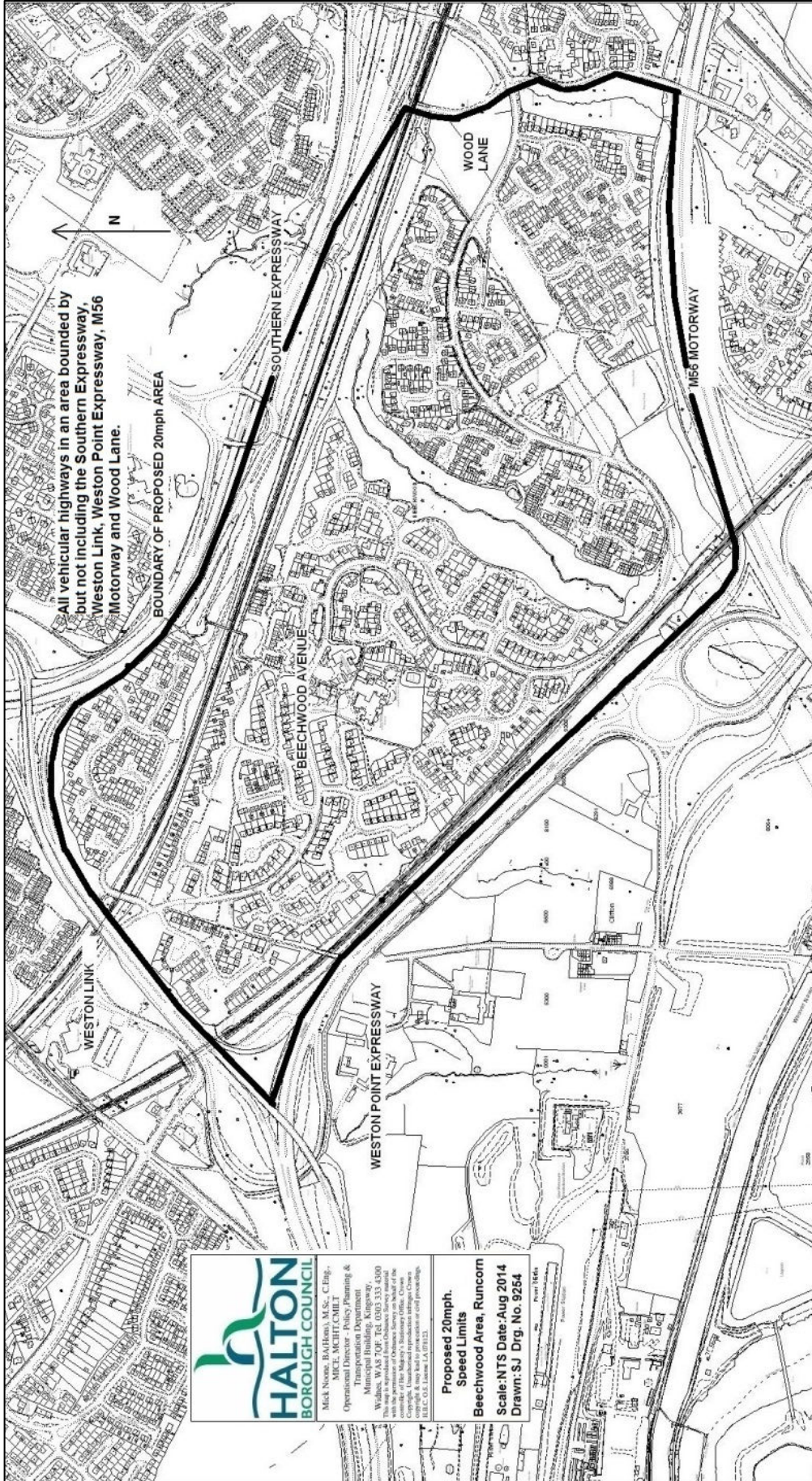
HALTON BOROUGH COUNCIL

MEK Noss, BA(Hons), M.Sc., C.Eng.,
MICE, MCHIC, MILT
Operational Director - Policy Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, W A8 7QP. TEL: 0303 333 1500
Fax: 0303 333 1501
With the permission of Halton Borough Council,
Copyright © 2014 Halton Borough Council. All
rights reserved. This drawing is the property of
HALTON BOROUGH COUNCIL. It is not to be reproduced or used in any way without the
written permission of HALTON BOROUGH COUNCIL.

**Proposed 20mph.
Speed Limits**

Grange Estate, Runcorn

Scale: NTS Date: Aug 2014
Drawn: SJ Drg. No. 9253



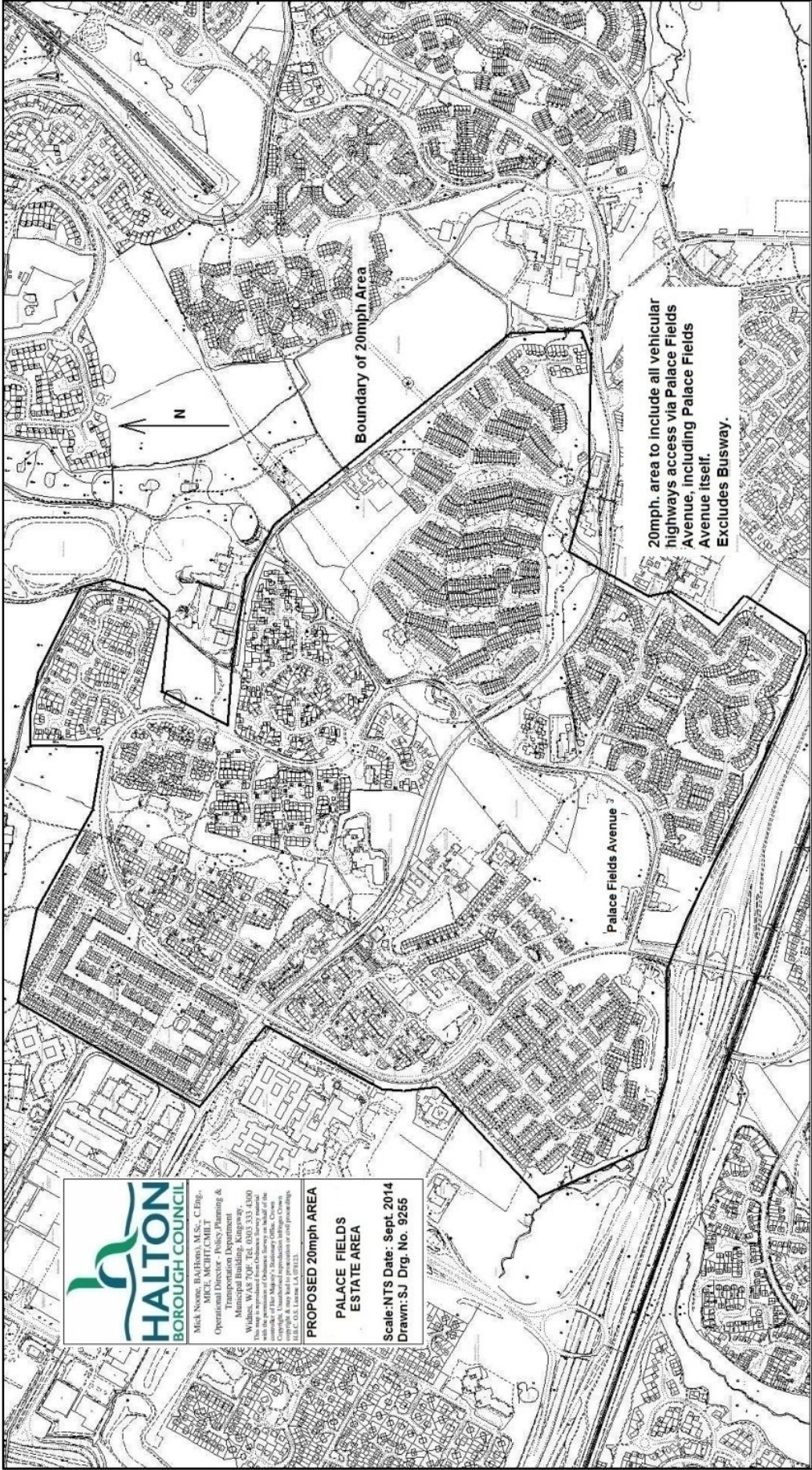
All vehicular highways in an area bounded by
but not including the Southern Expressway,
Weston Link, Weston Point Expressway, M56
Motorway and Wood Lane.

BOUNDARY OF PROPOSED 20mph AREA



Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCHIC, CMILT
Operations, Planning &
Transportation Department
Municipal Building, Kingway,
Widnes, W.A.S. TOP, Tel: 0933 333 4300
with the permission of Cumbria County Council on behalf of the
committee of the Halton's Advisory Office, Cumbria
Copyright & map held in possession of civil partnerships
HALTON, GB, License: LA 091823

**Proposed 20mph
Speed Limits**
Beechwood Area, Runcom
Scale: NTS Date: Aug 2014
Drawn: SJ Drg. No. 9254



Boundary of 20mph Area

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

Palace Fields Avenue



Mick Norris, BA(Hons), M.Sc., C.Eng.,
MICE, MCHT, CMILT
Operational Director - Policy Planning &
Municipal Buildings, Kington,
Widnes, WA8 7QP. Tel: 0193 333 4300
This plan is a reproduction of Ordnance Survey data, Crown
copyright & may be used in publication or on computer.
H.L.C. G.S. Licence LA 09113


PROPOSED 20mph AREA
PALACE FIELDS
ESTATE AREA

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



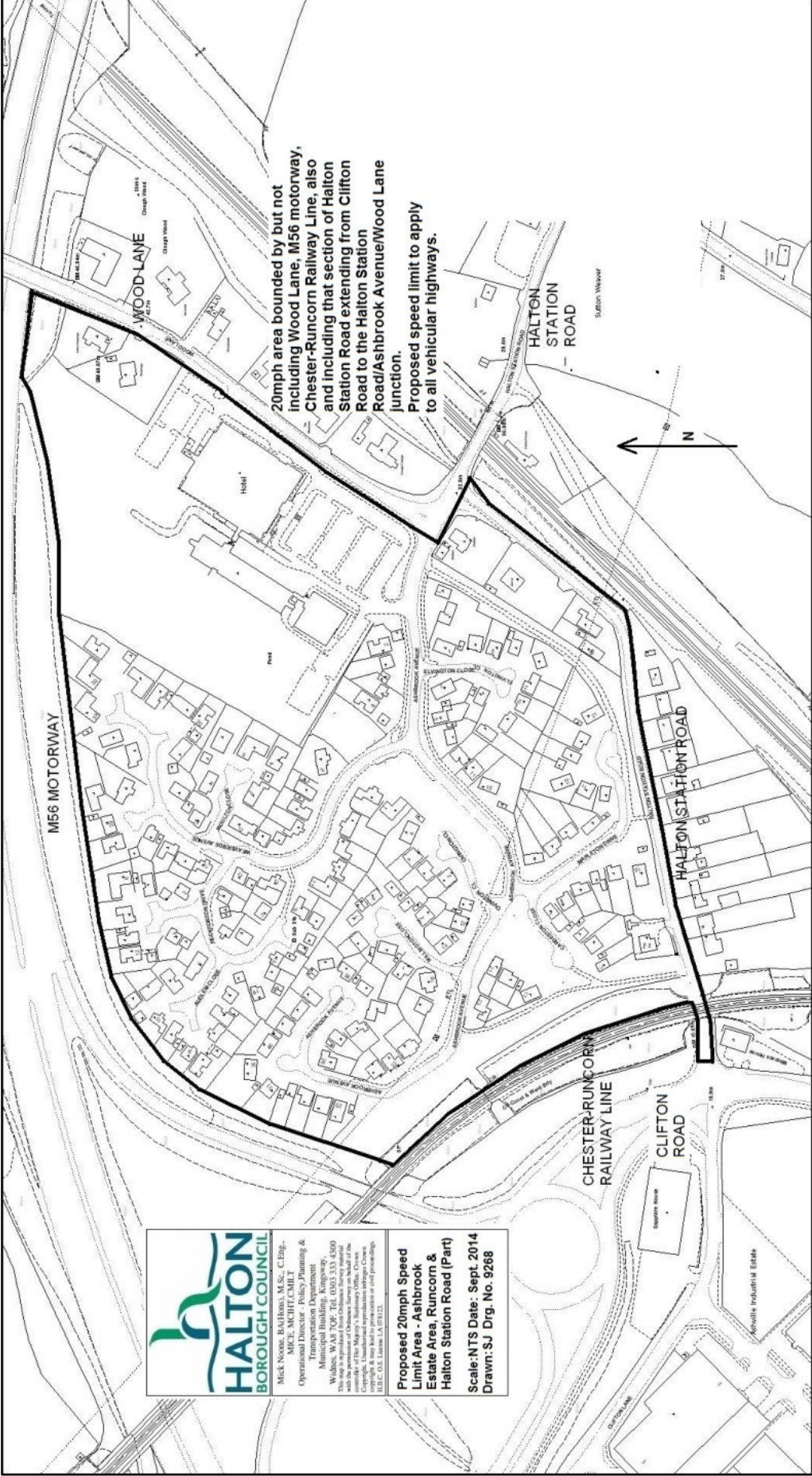
Boundary of 20mph Area

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


HALTON
 BOROUGH COUNCIL
 Mark Nourse, BA(Hons), M.Sc., C.Eng.,
 MICE, MCHIT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Buildings, Kingsway, L35 9JQ
 Widnes, Cheshire, WA8 7JX
 This map is reproduced from Ordnance Survey material
 with the permission of Ordnance Survey on behalf of the
 Copyright, Unpublished Reproduction Rights Reserved
 Ordnance Survey. Licence No. 100019233.

**MILLFIELD ROAD
 ESTATE AREA, WIDNES
 PROPOSED 20mph
 AREA**

Scale: NTS Date: Sept. 2014
 Drawn: S.J. Drg. No. 9265

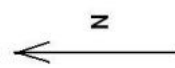
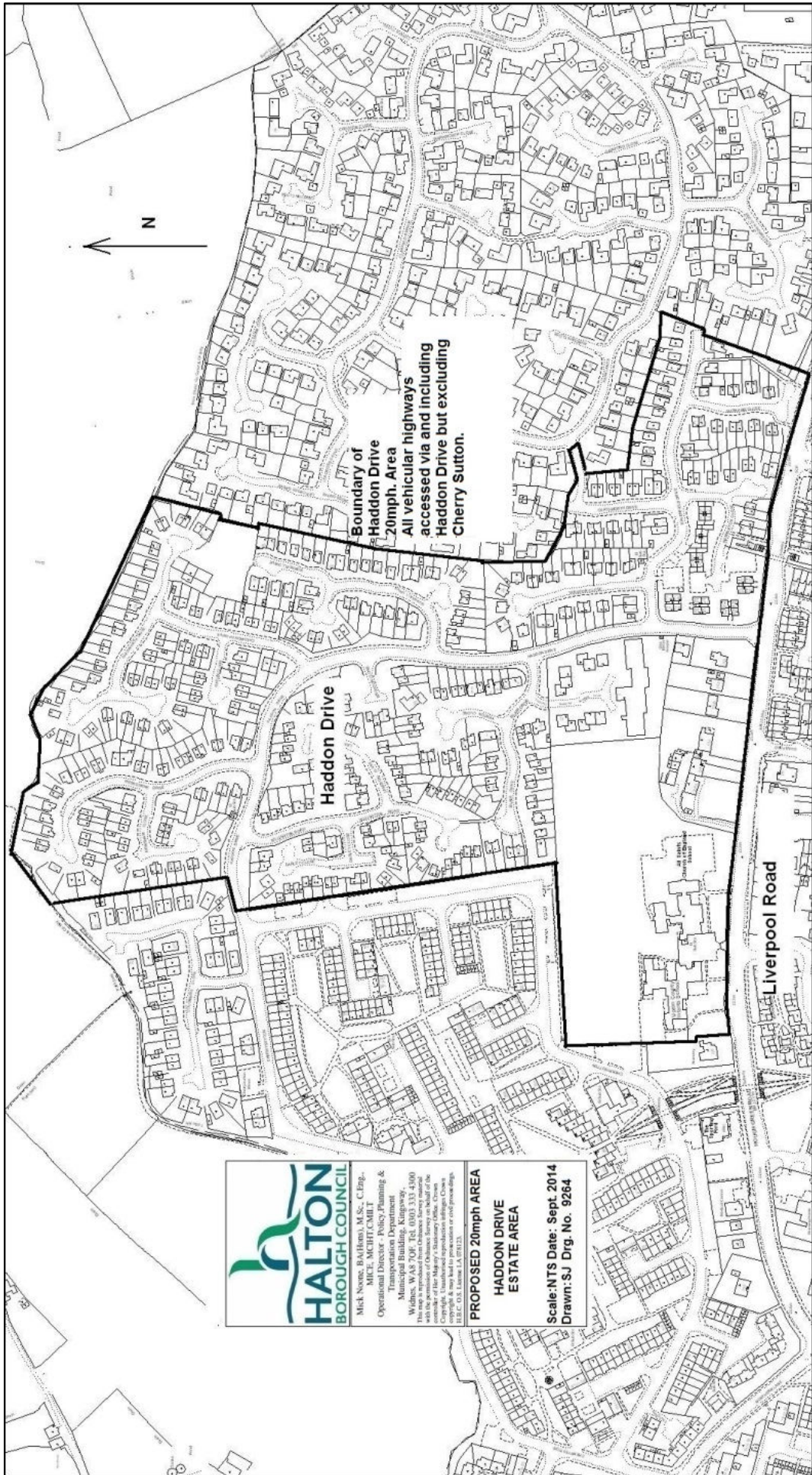


20mph area bounded by but not including Wood Lane, M56 motorway, Chester-Runcorn Railway Line, also and including that section of Halton Station Road extending from Clifton Road to the Halton Station Road/Ashbrook Avenue/Wood Lane junction.
Proposed speed limit to apply to all vehicular highways.



Mick Norman BA(Hon) MSc, CEng,
MICE, MCHT, CMILT,
Operational Director - Policy, Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, Warrington, WA8 3JF. TEL: 01924 333 4000
This map is a reproduction of Ordnance Survey data which is the
Copyright, Unauthorised reproduction is a criminal offence.
M56 © Crown Copyright and/or its licensors.

**Proposed 20mph Speed
Limit Area - Ashbrook
Estate Area, Runcorn &
Halton Station Road (Part)**
Scale: NTS Date: Sept. 2014
Drawn: SJ Drg. No. 9268



Boundary of
Haddon Drive
20mph Area
All vehicular highways
accessed via and including
Haddon Drive but excluding
Cherry Sutton.

Haddon Drive

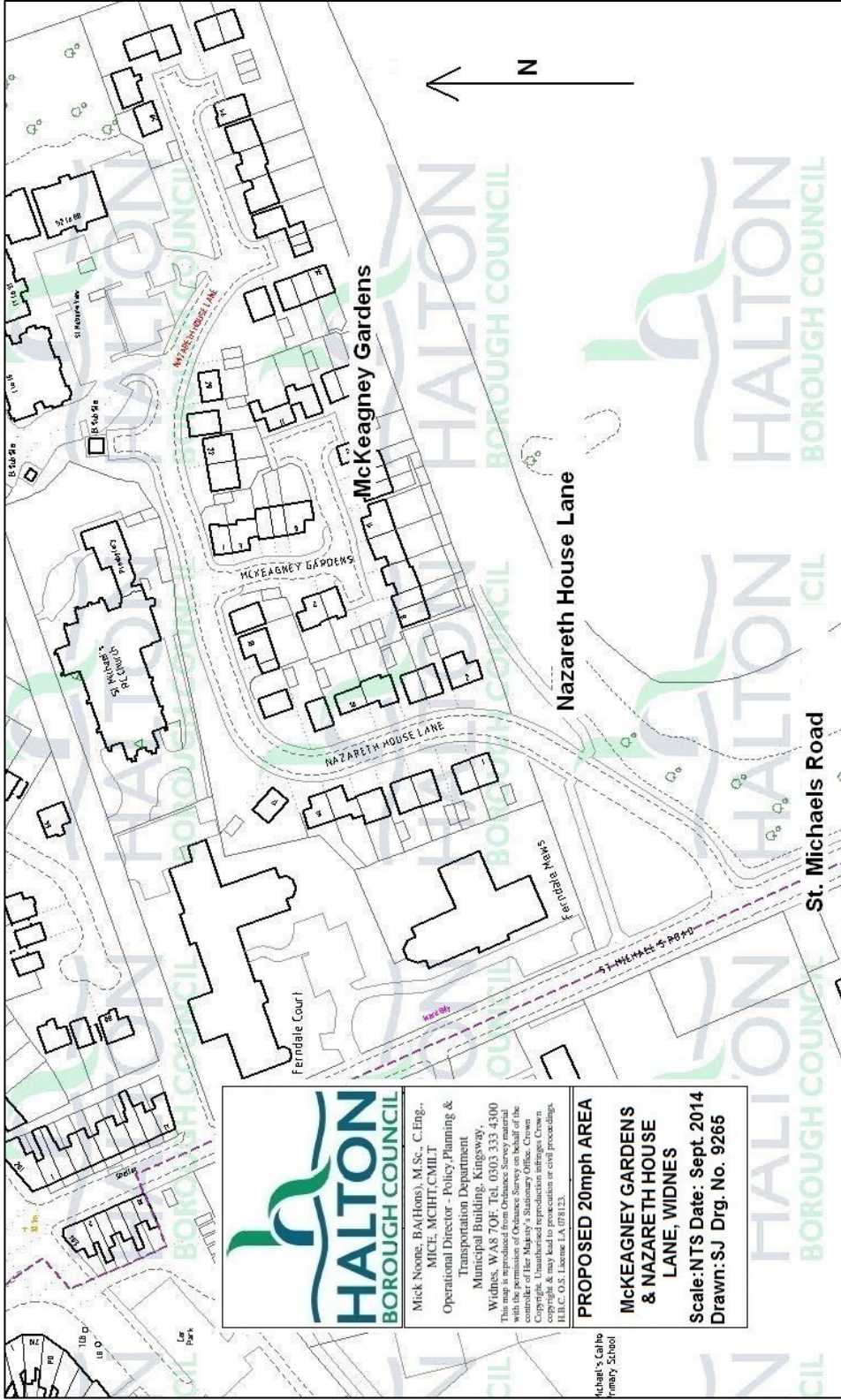
Liverpool Road



MICK NORTON, BA(Hons), M.Sc., C.Eng.,
Operational Director - Policy, Planning &
Transportation Department
Municipal Building, Kingsway,
Widnes, WARRINGTON, Tel: 0151 333 4300
www.halton.gov.uk
with the permission of Ordnance Survey on behalf of the
controller of the Map of Great Britain Act, 1963 and
copyright & any other rights reserved or may hereafter
be claimed by Ordnance Survey.

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, MCHIT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway,
 Widnes, WA8 7DF, Tel: 0303 333 4300
 This map is reproduced from Ordnance Survey material
 with the permission of Ordnance Survey on behalf of the
 controller of Her Majesty's Stationary Office. Crown
 Copyright. Unauthorised reproduction infringes Crown
 Copyright and may also be a criminal offence.
 H.E.C. O.S. Licence LA 078123.

PROPOSED 20mph AREA
McKEAGNEY GARDENS
& NAZARETH HOUSE
LANE, WIDNES
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9265

McKeagney's Catholic
 Primary School

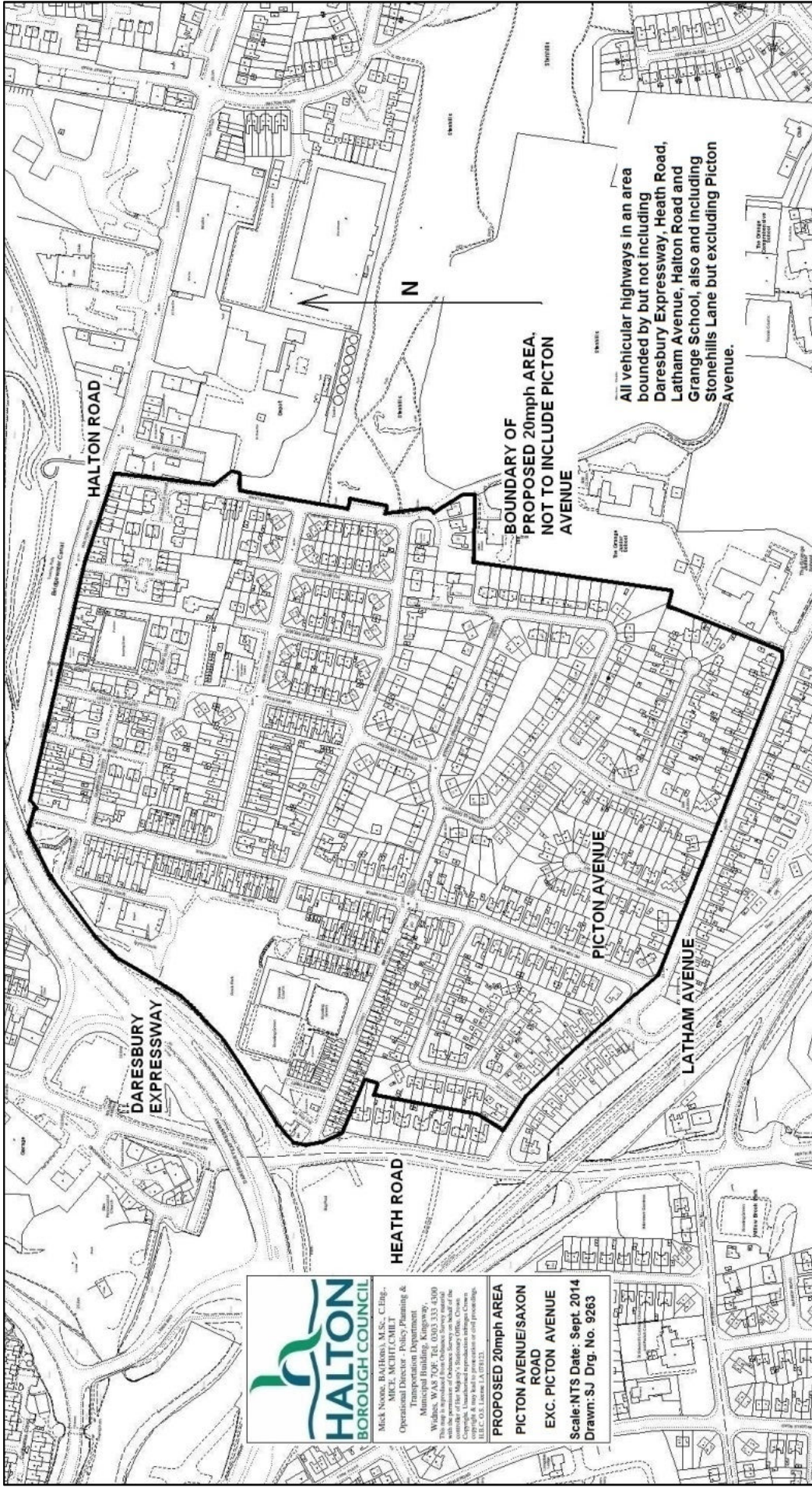


Boundary of 20mph area.
 All vehicular highways that connect
 directly or indirectly to the west side of
 Ditchfield Road between its junctions with
 Liverpool Road and Ditchfield Place



MCA Noone, BA(Hons) M.Sc., CEng,
 MICE, MCHT, CMILT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Buildings, High Street,
 Widnes, Warrington, WA8 3JY
 This map is prepared from Ordnance Survey material
 under license to Halton Borough Council by the
 Controller of Her Majesty's Stationery Office, Crown
 Copyright. Unauthorised reproduction is illegal. Crown
 Copyright © S. Lovell, LA 07123

**CLINTON VIEW AREA,
 WIDNES
 PROPOSED 20mph
 AREA**
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9266



HALTON ROAD

DARESBURY EXPRESSWAY


HEATH ROAD

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

PICTON AVENUE

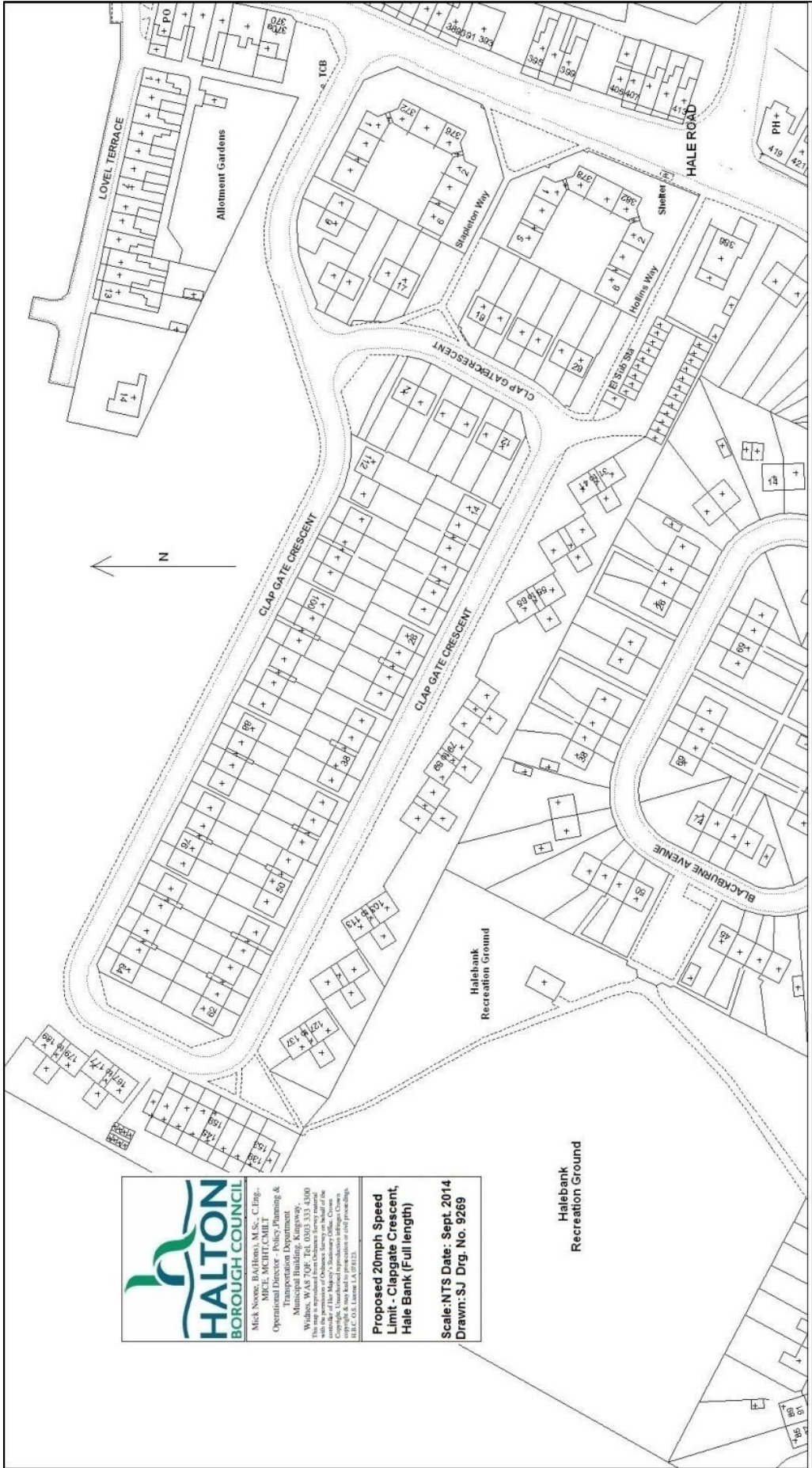
LATHAM AVENUE

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.



MICA Noone, B.A.(Hons), M.Sc., C.Eng.,
 M.ChE., M.ChI., C.M.B.T.
 Operational Director - Policy, Planning &
 Transportation Department
 MICA Noone, B.A.(Hons), M.Sc., C.Eng.,
 M.ChE., M.ChI., C.M.B.T.
 This map is reproduced from Ordnance Survey aerial
 photography. The copyright in this map is owned by
 the Controller of Her Majesty's Stationery Office. Crown
 Copyright. Unauthorised reproduction infringes Crown
 Copyright and may also be a criminal offence.
 H.E.C. O.S. Licence LA 019123.

PROPOSED 20mph AREA
PICTON AVENUE/SAXON ROAD
EXC. PICTON AVENUE
 Scale: NTS Date: Sept. 2014
 Drawn: SJ Drg. No. 9263



Mick Noone, BA(Hon), M.Sc., C.Eng.,
 MICE, MCIHT, CMBIT
 Operational Director - Policy, Planning &
 Transportation Department
 Municipal Building, Kingsway, A190
 Wakefield, WF1 4AB

This map is reproduced from Ordnance Survey records with the permission of Ordnance Survey under the Copyright, Licensing and Information Act 2000.
 Ordnance Survey is the national mapping agency for Great Britain and Northern Ireland. © Crown Copyright. All Unauthorised reproduction is illegal. Crown Copyright. Licence LA 99123.

**Proposed 20mph Speed
 Limit - Clappgate Crescent,
 Hale Bank (Full length)**

Scale: NTS Date: Sept. 2014
 Drawn: S.J. Drg. No. 9269