
Report to: Litherland & Ford Area Committee
Date of Meeting: 30th January 2013

Subject: Litherland & Ford Area – Proposed 20 mph speed limit zone
(Consultation results)

Report of: Director of Built Environment
Wards Affected: Litherland & Ford

Is this a Key Decision? No
Is it included in the Forward Plan? No

Exempt/Confidential No

Purpose/Summary

To seek approval for the progression of a Traffic Regulation Order, the effect of which will introduce a 20 mph speed limit in the Litherland and Ford Area.

Recommendation(s)

It is recommended that : -

- (i) The revocation of all existing Speed Limit Traffic Regulation Orders, as described in paragraph 5.2 is undertaken.
- (ii) A Traffic Regulation Order introducing a 20 mph speed limit within the Litherland & Ford Area, be approved;
- (iii) The necessary legal procedures, including the council's intention to implement the Orders, be approved.
- (iv) Members approve the progression of the traffic calming measures as consulted on and described in this report, subject to Cabinet Member Transportation approval of the 2013/14 Merseyside Local Sustainable Transport Programme.

How does the decision contribute to the Council's Corporate Objectives?

| | <u>Corporate Objective</u> | <u>Positive Impact</u> | <u>Neutral Impact</u> | <u>Negative Impact</u> |
|---|-----------------------------------------------------------------------------|------------------------|-----------------------|------------------------|
| 1 | Creating a Learning Community | | √ | |
| 2 | Jobs and Prosperity | | √ | |
| 3 | Environmental Sustainability | | √ | |
| 4 | Health and Well-Being | √ | | |
| 5 | Children and Young People | √ | | |
| 6 | Creating Safe Communities | √ | | |
| 7 | Creating Inclusive Communities | | √ | |
| 8 | Improving the Quality of Council Services and Strengthening Local Democracy | | √ | |

Reasons for the Recommendation:

The Council has the power to make Traffic Regulation Orders under Section 1 of the Road Traffic Regulation Act 1984. The Council has the power to revoke Traffic Regulation Orders under Part IV of schedule 9 to the Road Traffic Act 1984.

What will it cost and how will it be financed?

(A) Revenue Costs

Nil

(B) Capital Costs

The cost of all implementation, legal and administrative procedures for the introduction of the 20 mph speed limits within the Litherland & Ford area amounting to £15920 will be funded from 2012/13 Merseyside Local Sustainable Transport Fund allocation.

The cost of the traffic calming measures amounting to £111720 will be funded from the 2013/14 Merseyside Local Sustainable Transport allocation subject to approval of Cabinet Member – Transportation.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

| | |
|-----------------------------------------------------|-------------------------------------|
| Legal | None |
| Human Resources | None |
| Equality | |
| 1. No Equality Implication | <input checked="" type="checkbox"/> |
| 2. Equality Implications identified and mitigated | <input type="checkbox"/> |
| 3. Equality Implication identified and risk remains | <input type="checkbox"/> |

Impact on Service Delivery: Nil

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2067/13) have been consulted and has no comments on the report

The Head of Corporate Legal Services (LD1383/13) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

No

Implementation Date for the Decision

Immediately following the Committee meeting.

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Background Papers: Cabinet Member – Transportation decision 7th August 2012, 2012/13 Local Transport Plan – Revised Capital Programme.

Department for Transport – Setting Local Speed Limits
(Draft: July 2012)

1.0 Introduction

- 1.1 Members will be aware that the main objective of the Local Sustainable Transport Fund, (LSTF), is to promote access to education, employment and local facilities through the use of sustainable modes of transport. One element of the LSTF bid was to introduce blanket 20mph speed limits in the south of the Borough. There is a physical limit (based on staff resources) on the size of each phase of this programme, and in order to maximise the effect on drivers, Traffic Services have chosen to split the area into cells bounded by the main distributor roads whose speed limits will remain unchanged, i.e. A5036 Dunnings Bridge Road, etc. The area to the north of the A5036 is a workable area, in terms of staff resources, and will also be evident to drivers that all residential roads to the north of A5036 will be 20mph. Phasing of the implementation of the 20mph zones to tie in with Ward boundaries, whilst possible, would have created a very confusing scenario for drivers.
- 1.2 The Litherland and Ford Area and St. Oswald's & Netherton Area incorporate Phase 1 of the LSTF bid. If Members approve the implementation of the 20mph speed limits in these areas, phase 2 will be started as soon as the new speed limit signs and limited traffic calming measures have been commissioned in February 2013.
- 1.3. Whilst no decision has been made at this stage as to the extent of phase 2, it would seem logical to continue to the south of A5036, by finishing off Litherland and Netherton & Orrell, possibly using Knowsley Road / Linacre Lane as the southerly boundary. This would obviously include a small portion of Derby Ward. As stated, the implementation of the blanket 20mph speed limits in all residential areas in the south of the Borough would be introduced as a rolling programme, and phase 2 will be started as soon as we have finished phase 1. Details of the extent of phase 2 will be discussed with relevant Ward Members nearer the time.
- 1.4 A letter was sent out to Litherland & Ford Ward Councillors via email in October 2012 requesting approval for the proposed 20 mph area and permission to consult with residents and businesses contained within the area. Ward Members were in favour of the scheme and 6608 properties were consulted in November and December 2012, the closing date for returned questionnaires was Friday 7th December 2012.
- 1.5 Copies of the consultation flyer, plan and questionnaire that were delivered to residents and businesses are shown in Annex A, B and C

2.0 Consultation results

- 2.1 Of the 6608 consultation packs delivered, a total of 1657 questionnaires were returned. This equates to a return rate of 25% which is less than what would be expected for a consultation of this nature, normally a return rate of 30% is achieved.
- 2.2 As can be seen from the copy of the questionnaire in Annex A, four specific questions were asked.

- 2.3 The first question asked “*Are you in favour of the proposed speed tables / cushions?*” This question is particularly relevant to those residents living on Hatton Hill Road, Sonning Avenue, Watling Avenue, Stanley Park and Boundary Road where the measures are located directly outside their properties. It is acknowledged, however, that other residents living in the area may wish to comment on the speed tables and speed cushions, therefore this question was open for ALL residents living in the proposed 20 mph area.
- 2.4 The second question sought residents’ perception about speeding on the road that they lived on and asked - “*Do you think vehicle speeds on your road are too high?*”
- 2.5 The third question asked “*Do you think 20 mph speed limits will reduce vehicle speeds?*”
- 2.6 The final question, which was the important question in terms of overall support for the scheme, simply asked “*Are you in favour of the proposed 20 mph speed limits?*”
- 2.7 The following table gives the results in numerical and percentage format based on the number of returns.

Table 1 – Litherland & Ford Area – 6608 consultation packs delivered

| Question | Yes | No | % Yes | % No |
|---------------------------------------------------------------|-------------|------------|--------------|--------------|
| Are you in favour of the proposed speed tables / cushions? | 1367 | 280 | 83.0% | 17.0% |
| Do you think vehicle speeds on your road are too high? | 1326 | 312 | 81.0% | 19.0% |
| Do you think 20 mph speed limits will reduce vehicle speeds? | 1106 | 519 | 68.0% | 32.0% |
| Are you in favour of the proposed 20 mph speed limits? | 1463 | 168 | 89.0% | 11.0% |

Results based on 1657 number of returned questionnaires, a return rate of 25%

- 2.8 The results of the consultation have revealed that residents living in the proposed 20 mph area are 89% in favour of the proposed 20 miles per hour speed limit. 83.0% of the 1657 residents who returned their questionnaires were also in favour of the proposed speed tables and speed cushions. However, it is considered that residents who will be directly affected by the proposed speed cushions/tables should be dealt with separately to assess whether the majority of these residents are also in favour of the speed cushions/tables. These findings are as follows:

2.9 Table 2 - Hatton Hill Road - 273 properties consulted

| | | |
|-----------------------------------------------------------|---------|--------|
| No of Responses | 89 | |
| Response Rate | 32.6% | |
| Yes / (%Yes) In favour of 20 mph speed restriction | 78 | 87.6% |
| No / (%No) Against 20 mph speed restriction | 14 | 12.4% |
| Number of properties directly affected / No. of responses | 10 | 4 |
| Directly affected properties - Yes / No | Yes 1 | No 3 |

2.10 After checking all the returns from residents of Hatton Hill Road it was found that 82.7% of residents of Hatton Hill Road wanted the speed tables. However of the 10 properties that will be directly affected by the speed tables, only 4 responded, 3 of the 4 were against the proposed speed tables. In response to this, Members should note that it is not possible to re-locate the speed tables due to driveways / drainage issues and parking bays. Additionally, the three speed tables are sited at locations where they will be most effective, i.e. either side of the bend at Appleton Road where there have been a number of 'loss of control' accidents over the years. It should be noted that 6 residents who would be directly affected by the measures did not respond, therefore it could be assumed they have no objections which would mean 7 of the 10 are actually in favour of the speed tables.

2.11 Members should note that speed tables or cushions do not cause damage to properties due to vibration. There may be some occasional isolated noise caused by empty HGV's passing over the tables but overall traffic noise should reduce due to the expected reduction in traffic speeds. In addition, HGV's form less than 5% of the traffic volume using Hatton Hill Road.

2.12 Table 3 – Sonning Avenue – 118 properties consulted.

| | | |
|-----------------------------------------------------------|---------|--------|
| No of Responses | 54 | |
| Response Rate | 45.8% | |
| Yes / (%Yes) In favour of 20 mph speed restriction | 47 | 87.0% |
| No / (%No) against the 20 mph speed restriction | 7 | 13.0% |
| Number of properties directly affected / No. of responses | 8 | 4 |
| Directly affected properties - Yes / No | Yes 4 | No 0 |

2.13 Two speed tables directly affect 8 properties along Sonning Avenue. Of the 8 properties directly affected by the speed tables four responded, these were all in favour of the speed tables. Four residents did not respond; it could be assumed they had no objections.

2.14 Table 4 – Watling Avenue – 108 properties

| | | |
|-----------------------------------------------------------|---------|--------|
| No of Responses | 39 | |
| Response Rate | 36.1% | |
| Yes / (%Yes) In favour of 20 mph speed restriction | 38 | 97.4% |
| No / (%No) against the 20 mph speed restriction | 1 | 2.6% |
| Number of properties directly affected / No. of responses | 5 | 0 |
| Directly affected properties - Yes / No | Yes 1 | No 0 |

2.15 One speed table directly affects 5 properties on Watling Avenue. Only 1 resident of these 5 properties returned their questionnaire and were in favour of the speed table. 97.4% of the 39 responses from residents of Watling Avenue were in favour of the 20 mph speed restriction. In the absence of 4 responses from the other 4 residents directly affected it would be safe to assume they had no objections to the location of the proposed speed table and its location is acceptable, i.e. 100% acceptance.

2.16 Table 5 -Stanley Park at junction with Twyford Avenue – 121 properties consulted

| | | | |
|-----------------------------------------------------------|-------|-------|------|
| No of Responses | 49 | | |
| Response Rate | 40.5% | | |
| Yes / (%Yes) In favour of 20 mph speed restriction | 44 | 89.8% | |
| No / (%No) against the 20 mph speed restriction | 5 | 10.2% | |
| Number of properties directly affected / No. of responses | 6 | 3 | |
| Directly affected properties - Yes / No | Yes | 1 | No 2 |

2.17 Six properties are directly affected by one speed table at this location and 3 returned their questionnaires, of the three returned questionnaires, two were against the speed table. This speed table is located at a junction, traffic speeds on approach to the junction will be reduced from 3 directions, most accidents occur at junctions so this will have some effect in reducing these accidents. The speed table is also placed mid-section of Stanley Park, therefore ideally located to address potential build up of traffic speed from both directions along Stanley Park. As with Hatton Hill Road, there are problems with driveways and drainage and it is not possible to locate the speed table elsewhere. It should be noted that 3 residents did not return their questionnaires; therefore it is safe to assume that 4 out of 6 are in favour of the speed table. On this basis and due to the problems in locating the speed table it is recommended that the speed table remains at its proposed location.

2.18 Table 6 – Boundary Road – 17 properties consulted

| | | | |
|-----------------------------------------------------------|-------|-------|------|
| No of Responses | 5 | | |
| Response Rate | 29.4% | | |
| Yes / (%Yes) In favour of 20 mph speed restriction | 4 | 80.0% | |
| No / (%No) Against 20 mph speed restriction | 1 | 20.0% | |
| Number of properties directly affected / No. of responses | 2 | 0 | |
| Directly affected properties - Yes / No | Yes | 0 | No 0 |

2.19 Boundary Road is sparsely populated in terms of number of properties- however three schools and a Sports Centre front Boundary Road. Only one resident objected to the speed tables and this resident actually lives in the service road section of Boundary Road, approximately 100 metres south of the first speed table, therefore, not directly affected by the speed table. As only two properties, (Litherland Moss Primary School and South Sefton 6th Form College) are directly affected by the speed tables, and because they have raised no objections it is recommended that the speed tables are progressed as shown on the plan in Annex A. Lower traffic speed outside these premises which are frequented by vulnerable road users such as primary school children, is considered essential. Without the speed tables it is very unlikely that traffic speeds closer to 20 mph would be achieved.

2.20 Sefton Moss Lane has no properties along its route therefore there have been no objections to the proposed speed humps. However, Merseyside Fire & Rescue Service raised an objection to the speed humps as they would delay their response times. It has been agreed to change the speed humps on Sefton Moss Lane to speed cushions. Merseyside Fire and Rescue Service have therefore withdrawn their objection. Arriva also raised a late objection to the full width speed humps proposed for Sefton Moss Lane. They withdrew

their objection once it was made clear that these would be replaced with speed cushions. The Ambulance Service made no comments; however, Merseyside Police released the following statement:

Chief Inspector John Hogan, the head of Merseyside Police's Roads Policing Department, said:

"We will be monitoring the areas piloting the 20mph speed limit and will enforce that limit based on data showing a rise in people killed or seriously injured on those roads or if there are community concerns about road safety".

"We welcome any reduction in speed which may drive down the number of people killed or seriously injured on our roads".

"The 20mph limits and zones are placed in areas where there are particularly vulnerable road users, usually children, who need to be protected from death and injury through the slowing of vehicle speeds".

"These zones will assist us to make the roads of Merseyside a safer place and to deal positively with a small number of offenders who continue to drive with a complete disregard for others".

- 2.21 In summary the majority of residents who are directly affected by the proposed speed tables are in favour of the measures. The poorest support from those directly affected coming from Stanley Park residents with 4 out of 6 in favour of the speed table, (if non- response is considered to be a 'no objection'). On this basis it is recommended that the measures as shown in Annex A be progressed.

3.0 Objections

- 3.1 Due to the tight timescales involved in progressing the proposed 20 mph area it was necessary to place the legal advert at the same time as running the public consultation. The proposed 20 mph roads in the Litherland and Ford area were advertised in the Bootle Champion, closing date for objections was 13 December 2012. Two objections were received.

- 3.2 These were from The Hackney Carriage Driver's Association. One objection was from 'The North West Association' and the other was from 'The South Sefton Association'. Both letters of objection raised exactly the same issues, which were:

1. *'There are no accident statistics to justify the proposal'*
2. *'The measures proposed would have an adverse effect on vehicle safety, damage components and affect owner's and driver's economic situation for no benefit whatsoever'*

- 3.3 Traffic Services would respond to the above objections as follows:

In the three year study period for the Litherland & Ford Area there have been 48 recorded injury accidents, 5 resulting in serious injury. Of these 48 accidents, 14 involved pedestrians and 9 involved pedal cyclists. 20mph

speed limits promote safer driving in residential areas at speeds that are more appropriate to the environment and the community. This in turn protects vulnerable road users such as pedestrians and cyclists. It also encourages more sustainable forms of transport such as walking and cycling. The proposed 20 mph area for the Litherland & Ford area complies with Sefton Council's and Central Government's policy of introducing more 'blanket' 20 mph speed limits in residential areas. The layout and nature of the majority of residential roads means that speeds are already relatively low due to their narrow nature, bends and heavy on-street parking. However a minority of drivers choose to drive at inappropriate speeds without any regard for road safety or respect for other road users. The accident statistics for the Litherland & Ford area confirm that vulnerable road users are a predominant accident group with 14 pedestrian accidents and 9 pedal cyclist accidents. The new 20mph speed limits will encourage safer and slower driving in the Litherland & Ford Area.

Adherence to the new 20 mph speed limits will not happen over-night, and it will take a major change in the mindset of the public before it becomes the norm to travel at 20 mph in residential areas. It is a long term strategy intended to improve driver behaviour. Initial studies in other 20 mph areas in Britain have shown a reduction in speed and casualty numbers where 20 mph speed limits have been introduced using signage alone. In Sefton, in the Grantham Road area, Birkdale, a 20mph speed limit area was introduced in September this year. Early indications are showing a reduction in 85th percentile speed in this area of 1.3 mph within a month of the new lower speed restriction. It is envisaged that this will continue to fall over a longer period of time. Therefore there is enough statistical evidence with regard to accidents, traffic speed and vulnerable road users to justify the proposed 20mph speed limits.

With regard to concerns of damage to vehicles: A study into repeated vehicle use of speed cushions, humps and tables carried out in 2004, 'Kennedy *et al* 2004', investigated the effect on vehicles repeatedly traversing road humps, cushions and speed tables. No damage to any vehicle was found, despite repeated passes over the features and at speeds up to 40 mph.

Regarding the Hackney Cab Driver's allegations that the 20mph speed limit would have an adverse effect on their 'economic situation' it should be noted (as explained above), that the average speed on the majority of residential roads is relatively low due to heavy parking on both sides of the road and their narrow nature. Taxi drivers should be travelling at low speed in these residential roads under the present speed restriction of 30 mph. 20 mph speed limits are being introduced to target the minority of drivers who choose to drive at inappropriate speeds on these roads. Therefore, there should be no real delays for Taxi Drivers using residential roads under the proposed 20mph speed restriction. In the Litherland & Ford area it is proposed to introduce traffic calming measures on Hatton Hill Road / Boundary Road/Sefton Moss Lane/Sonning Avenue/Watling Avenue and Stanley Park. This is because it is acknowledged that on these roads it would be impracticable to achieve speeds closer to 20mph without physical traffic calming measures. The distance involved along Hatton Hill Road and Sonning Avenue is approximately 1 mile. Travelling 1mile at 30mph would take 2 minutes. Travelling 1 mile at 20mph would take 3 minutes, an extra minute per trip. It is very unlikely that Taxi

Drivers would make more than ten trips per day along Hatton Hill Road and Sonning Avenue; even if they did, it would only take up an extra 10 minutes of their working day. It is not considered that this or the new lower speed limit on the more residential roads would make any impact on their 'economic situation'.

- 3.4 Taking the above responses into account it is recommended that Members discount the Hackney Cab Associations objections.

4.0 Scheme Costs

- 4.1 The cost of implementing the 20mph signage, including consultation and Traffic Regulation Orders amounts to £15920. This will be funded from the 2012/13 Merseyside Local Sustainable Transport Fund. The cost of providing the traffic calming measures of £111,720 will be funded from the Merseyside Local Sustainable Transport fund 2013/14 allocation subject to approval by Cabinet Member- Transportation.

5.0 Recommendation

- 5.1 Given the overwhelming support for the new speed limits and traffic calming measures in the Litherland & Ford area with **89%** of those who responded in favour of the lower speed limit of 20 mph, it is recommended that Members approve the progression of the Traffic Regulation Order for the new 20 mph speed limits, which will apply to the following roads in the Litherland & Ford Area:-

- | | | |
|-----------------------------------|-----------------------------------|---------------------|
| • Almond Avenue | • Ascot Avenue | • Bridgewater Close |
| • Alton Avenue | • Warwick Close | • Brindley Close |
| • Alwyn Avenue | • Ash Road | • Broad Hey |
| • Amethyst Close | • Barton Close | • Brunel Drive |
| • Amos Avenue | • Beach Road | • Buckingham Close |
| • Anderson Road. | • Boundary Road (west service) | • Caldon Close. |
| • Caledonian Crescent | • Ebenezer Howard Road | • Gowrie Grove |
| • Cambridge Avenue | • Eltham Avenue | • Green Hey Drive |
| • Carr Meadow Hey | • Enstone Avenue | • Greenfield Lane |
| • Church Road (west service road) | • Field Avenue | • Hampshire Avenue |
| • Cross Hey | • Field View | • Harrington Road |
| • Cumberland Avenue | • Gorsey Avenue | • Hatton Hill Road |
| • Howard Close | • Gorsey Lane (service road only) | • Henley Avenue |
| • Hythe Avenue | • Jersey Avenue | • Highfield Road |
| • Island Road | • Kirkstone Road | • Jubilee Road |
| • Kent Avenue | | • Litherland Park |

- Lowden Avenue
 - Mack Grove
 - Morgan Mews
 - Moss Lane
 - New Market Road
 - Norwood Avenue
 - Nunsford Close
 - Octavia Hill Road
 - Opal Close
 - Randall Drive
 - Richmond Ave
 - Ruby Close
 - Sefton Moss Villas
 - Springfield Avenue
 - St. Anthony's Grove
 - St. George's Grove
 - St. Michael's Grove
 - Sterrix Green
 - Tattersall Road
 - Viking Close
 - Westmoreland Avenue
 - Windsor Avenue
- West
 - Marina Avenue
 - Moss Bank Park
 - Moss View
 - Newlyn Avenue
 - Ranelagh Ave
 - Ripley Avenue
 - Ruthven Road
 - Sefton Road (west of Hawthorne Road)
 - St. David's Grove
 - St. Margaret's Grove
 - Stanley Park
 - Sterrix Lane
 - Tenby Avenue
 - Walker Avenue
- Mead Avenue
 - Mitchell Crescent
 - Musker Drive
 - Northumberland Way
 - Overton Avenue
 - Oxford Avenue
 - Pankhurst Road
 - Poulson Drive
 - Quartz Way
 - Richard Martin Road
 - School Lane
 - Sefton Street
 - Simon's Croft
 - Soma Avenue
 - Sonning Avenue
 - St. Dunstan's Grove
 - St. Mary's Grove
 - Stanton Avenue
 - Sterrix Avenue
 - Swifts Lane
 - Twyford Avenue
 - Watling Avenue
 - Wilsons Lane
 - Zircon Close

5.2 In order to simplify Sefton's Traffic Regulation Orders, current Orders which exist on any of the roads affected by this proposal will be revoked, and new Orders made incorporating the new amendments. In this respect, the following Order will be revoked and replaced with a new Order:-

'Metropolitan Borough of Sefton (VARIOUS ROADS) (20 MPH SPEED LIMIT) (No. 3) ORDER, 2012'

EXISTING AND PROPOSED 20 MPH SPEED LIMITS

| | | | | |
|---------------------|---------------------------------|---------------------|------------------------------------|--------------------|
| ALEXANDRA MOUNT | CUMPSTY ROAD | KIRKSTONE ROAD WEST | RIDGEWELL CLOSE | WALKER ROAD |
| ALMOND AVENUE | DALEY ROAD | LITHERLAND PARK | RIPLEY AVENUE | WATERFIELD WAY |
| ALTON AVENUE | EBENEZER HOWARD ROAD | LONSDALE CLOSE | ROBINSON ROAD | WATLING AVENUE |
| ALWYN AVENUE | ELTHAM AVENUE | LONSDALE MEWS | RUBY CLOSE | WESTMORLAND AVENUE |
| AMETHYST CLOSE | ENSTONE AVENUE | LONSDALE ROAD | RUTHVEN ROAD | WHEATFIELD VIEW |
| AMOS AVENUE | FARM VIEW | LOWDEN AVENUE | RYECROFT | WILLIAM WALL ROAD |
| ANDERSON ROAD | FERGUSON ROAD | MACK GROVE | RYEFIELD LANE | WILSONS LANE |
| ANDERSON WAY | FIELD AVENUE | MARINA AVENUE | SCHOOL LANE | WINDSOR AVENUE |
| APPLEBY DRIVE | FIELD LANE | MEAD AVENUE | SEFTON MOSS VILLAS | ZIRCON CLOSE |
| APPLETON ROAD | FIELD VIEW | MEADOW VIEW | SEFTON ROAD (West of Hawthorne Rd) | |
| ASCOT AVENUE | FORD CLOSE | MITCHELL CRESCENT | SEFTON STREET | |
| ASH ROAD | FORD LANE | MOORHEAD CLOSE | SIMON'S CROFT | |
| BARK ROAD | FORD VIEW | MORGAN MEWS | SOMA AVENUE | |
| BARTON CLOSE | FOUR ACRE DRIVE | MOSS BANK PARK | SONNING AVENUE | |
| BEACH ROAD | GALE ROAD | MOSS LANE | SPRINGFIELD AVENUE | |
| BOUNDARY ROAD | GORSEY AVENUE | MOSS VIEW | ST ANTHONY'S GROVE | |
| BRADLEY ROAD | GORSEY LANE (Service road only) | MUSKER DRIVE | ST DAVID'S GROVE | |
| BRENDON AVENUE | GOWRIE GROVE | NEW MARKET ROAD | ST DUNSTAN'S GROVE | |
| BRIDGE CROFT | GREEN HEY DRIVE | NEWLYN AVENUE | ST GEORGE'S GROVE | |
| BRIDGEWATER CLOSE | GREEN LANE | NORTHUMBERLAND WAY | ST MARGARET'S GROVE | |
| BRINDLEY CLOSE | GREENFIELD LANE | NORWOOD AVENUE | ST MARY'S GROVE | |
| BROAD HEY | HAMPSHIRE AVENUE | NUNSFORD CLOSE | ST MICHAEL'S GROVE | |
| BRUNEL DRIVE | HARRINGTON ROAD | OATFIELD LANE | STANLEY PARK | |
| BUCKINGHAM CLOSE | HATTON HILL ROAD | OCTAVIA HILL ROAD | STANTON AVENUE | |
| CALDON CLOSE | HAWTHORNE ROAD | OPAL CLOSE | STERRIX AVENUE | |
| CALEDONIAN CRESCENT | HEATH VIEW | OSBORNE ROAD | STERRIX GREEN | |
| CAMBRIDGE AVENUE | HENLEY AVENUE | OVERTON AVENUE | STERRIX LANE | |
| CARR CROFT | HIGHFIELD ROAD | OXFORD AVENUE | SWIFTS LANE | |
| CARR MEADOW HEY | HOWARD CLOSE | PANKHURST ROAD | TATTERSALL ROAD | |
| CHURCH ROAD | HYTHE AVENUE | POULSOM DRIVE | TENBY AVENUE | |
| CONDON ROAD NTH | ISLAND ROAD | QUARTZ WAY | TOWNSEND VIEW | |
| CONDON ROAD SOUTH | JERSEY AVENUE | RANDALL DRIVE | TRENT WAY | |
| CROSS HEY | JUBILEE ROAD | RANELAGH AVENUE | TWYFORD AVENUE | |
| CULLEN DRIVE | KENT AVENUE | RICHARD MARTIN ROAD | VIKING CLOSE | |
| CUMBERLAND AVENUE | KIRKSTONE ROAD NORTH | RICHMOND AVENUE | VINCENT ROAD | |

Location of Speed Tables**Hatton Hill Road**

1. Outside properties 74,76 & 78
2. Junction of Highfield Rd and outside properties 108, 110, 112, 27 and 29.
3. Outside Hilltop Social Club & property 89.

Sonning Avenue

1. Outside properties 90,92,81 & 83
2. Outside properties 44,42,37 & 39

Watling Avenue

1. Outside properties 37,39 & 41, 52 & 54.

Stanley Park at junction Twyford Avenue

Outside properties 68, 70, 45, 47, 49 and 51


Boundary Road

Outside The Bridge Learning Centre & 40 metres north of Moss Lane
 120 metres north of Moss Lane
 200 metres north of Moss Lane
 280 metres north of Moss Lane


Sefton Moss Lane - Speed cushions


80 metres south of junction with Poulson Drive
 160 metres south of junction with Poulson Drive
 240 metres south of junction with Poulson Drive
 320 metres south of junction with Poulson Drive
 400 metres south of junction with Poulson Drive

KEY

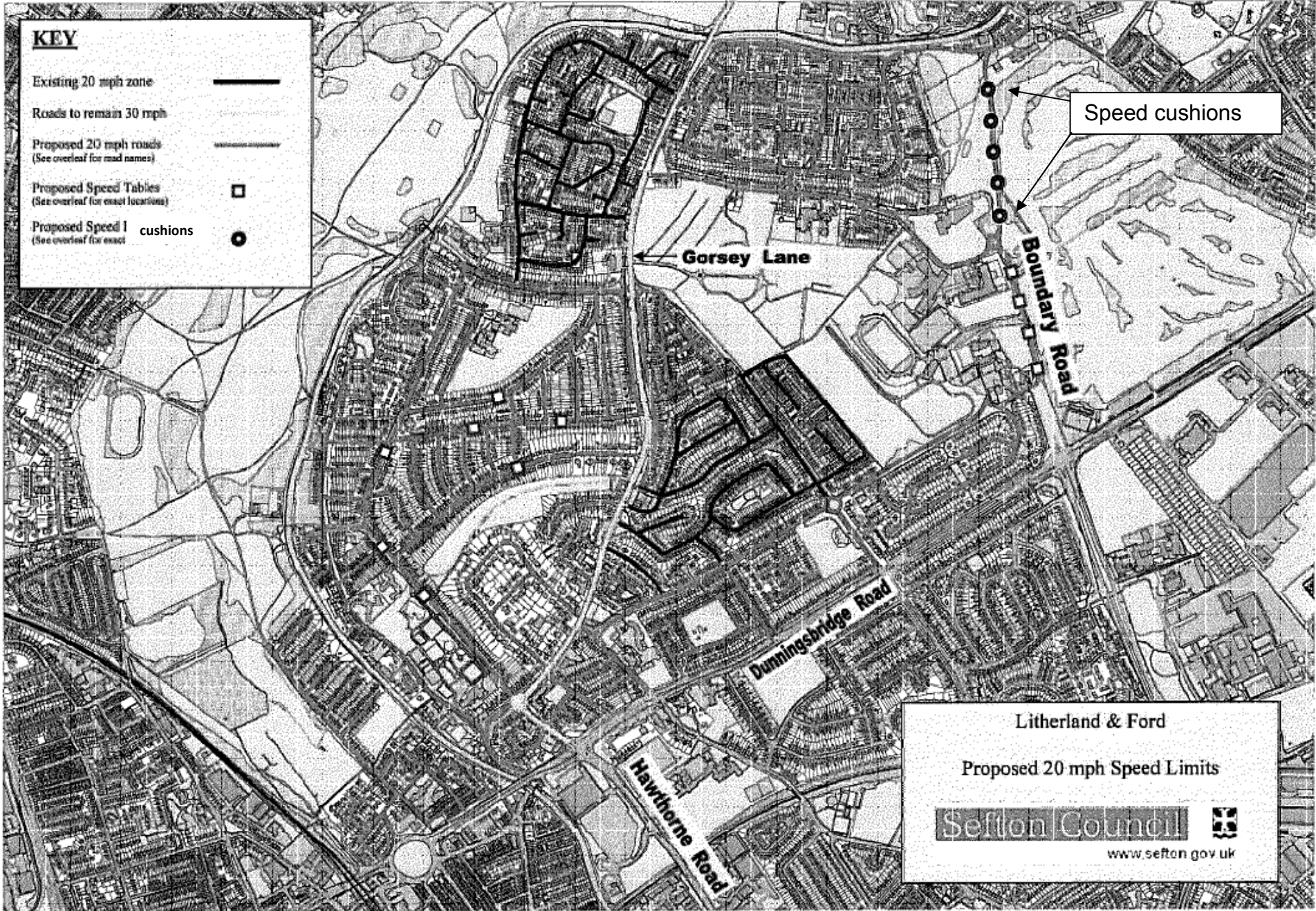
Existing 20 mph zone 

Roads to remain 30 mph 

Proposed 20 mph roads
(See overleaf for road names) 

Proposed Speed Tables
(See overleaf for exact locations) 

Proposed Speed 1 cushions
(See overleaf for exact) 



Speed cushions

Gorsey Lane

Boundary Road

Dunningsbridge Road

Hawthorne Road

Litherland & Ford

Proposed 20 mph Speed Limits

Sefton Council



www.sefton.gov.uk



**PROPOSED 20mph ZONE
LITHERLAND AND FORD AREA
QUESTIONNAIRE**

Please place a tick (✓) in the appropriate box

| | | | | |
|------------------------------------------------------------------|-----|--------------------------|----|--------------------------|
| Are you in favour of the proposed speed tables / speed cushions? | YES | <input type="checkbox"/> | NO | <input type="checkbox"/> |
| Do you think existing vehicle speeds on your road are too high? | YES | <input type="checkbox"/> | NO | <input type="checkbox"/> |
| Do you think 20 mph speed limits will reduce vehicle speeds? | YES | <input type="checkbox"/> | NO | <input type="checkbox"/> |
| Are you in favour of the proposed 20 mph speed limits? | YES | <input type="checkbox"/> | NO | <input type="checkbox"/> |

Please tell us your address

Name:

Address:

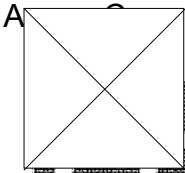
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Please complete and return in the pre-paid envelope provided, to reach us no later than Friday 7 December 2012

**Many Thanks,
Joe Dwyer on behalf of the
Director of Built Environment**

If you have any queries please call 0845 140 0845 and ask for Joe Dwyer



CONSULTATION

20

PROPOSED 20mph ZONE, LITHERLAND & FORD AREA

On most residential roads in Sefton, it's not safe or appropriate to drive at more than 20mph, because they're narrow and lined with parked cars.

Despite this, a small number of drivers use residential roads at inappropriate speeds without regard for road safety or respect for anyone else. A pedestrian hit by a car travelling at 20mph is likely to suffer slight injuries, but at 30mph they are likely to be severely hurt.

As part of the Local Sustainable Transport Policy to encourage alternative forms of transport,



e.g. more commuters walking and cycling to work, and as part of Sefton Council's desire to provide a safe environment for its residents and visitors, a number of 20 mph zones will be introduced in residential areas over the next few years

These zones will have large 20mph signs at each entry point to the zone, with additional smaller "repeater" signs, mounted on lamp posts, at regular intervals along each road.

On some roads within the proposed 20 mph area it is acknowledged that 20 mph will be difficult to achieve without introducing physical speed reduction measures. Therefore on some roads we are providing speed tables and speed humps. These locations are shown on the enclosed plan.

The purpose of this consultation is to seek your views on the proposals. We need to know whether you are in favour of introducing a 20 mph speed limit in your road and the surrounding area. Included with this letter is a plan showing the proposals, together with a questionnaire. Please take the time to fill in the questionnaire and return it in the prepaid envelope provided, to reach us no later than Friday 7th December 2012. Alternatively, you may wish to complete the questionnaire online, and this can be found on <http://www.sefton.gov.uk/trafficschemeconsultations>



Our local Council meeting, called Litherland and Ford Area Committee, will decide whether the scheme is progressed, so any objections to the proposals will be taken back to the meeting on Wednesday 30th January 2013, at Ford Lane Community Centre. You are welcome to come along to that meeting. If you require any further information before completing your questionnaire please phone our Contact Centre on 0845 140 0845 and leave a message for Joe Dwyer. Joe will phone you back as soon as possible. Please let Joe know if you require this information in large print, or any other format.

Many thanks
Joe Dwyer
On behalf of
Director of Built Environment

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Sefton Council