

## **WIRRAL COUNCIL**

### **HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES TO SLOW TRAFFIC SPEED IN PARK ROAD, WALLASEY AND THE SURROUNDING AREA**

##### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers a 521 signature petition submitted via Councillor Knowles in October 2009 requesting further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area.
- 1.2 The report concludes that no additional traffic management measures are justified at the present time and recommends that the Sustainable Communities Overview and Scrutiny Committee be advised that no further action should be taken in respect of this petition, but that the situation will continue to be monitored.

##### **2.0 BACKGROUND**

- 2.1 In 2001, following a detailed investigation into the then comparatively poor casualty record, a local safety scheme was introduced in Park Road and wider surrounding area.
- 2.2 The scheme, shown on drawing number TS0100b0 included a 20 mph zone and a series of road humps. These were designed in accordance with national Department for Transport guidance to ensure the scheme's 20 mph speed limit was self-enforcing.

##### **3.0 PETITIONS**

- 3.1 A 521 signature petition from residents in Park Road and the surrounding area was submitted in October 2009 by Councillor Knowles requesting further road safety measures to reduce the speed of traffic "due to recent accidents".
- 3.2 An officer from my Traffic Management Division has contacted the lead petitioner to discuss their concerns in more detail and inform them of the safety works already undertaken in this area.
- 3.3 Despite the presence of the existing measures, the petitioner feels that additional measures could be taken to improve road safety.
- 3.4 An analysis by my Accident Investigation Unit revealed that there had been one recorded personal injury accident in Park Road during the latest three year study period. This involved an unsupervised 7 year old child being struck by a vehicle, travelling between 15 and 20 mph, whilst playing on the road. There is no evidence to suggest that inappropriate speed was a factor in this accident. In the surrounding area there has been 3 accidents, none of which related to inappropriate speeding. One accident involved an unsupervised 5 year old child being struck by a vehicle travelling at slow speed, whilst playing on the

carriageway. Of the remaining two accidents, one occurred on the footway and the other was a two vehicle parking issue.

3.5 Following receipt of this petition, traffic speed surveys were undertaken at four locations within the area in November 2009. These revealed relatively low speeds in general with an average speed of 21 mph.

3.6 The lead petitioner has been advised of the findings of the survey and was invited to withdraw the petition. She declined to do so and therefore, in accordance with Standing Order 34 of the Council's Constitution, it is necessary to report this matter to your Panel.

3.7 I can confirm that my Road Safety team actively engage with local schools, including Somerville Primary School, which is sited immediately within this area.

3.8 Programmes of road safety education are regularly undertaken including interactive child pedestrian training and assessments with feedback to parents.

3.9 I consider that no additional traffic management measures are warranted at this present time, however, my Road Safety officers will continue to offer education to children and parents about the highway environment.

#### **4.0 FINANCIAL IMPLICATIONS**

4.1 There are no implications under this heading arising from the recommendation of this report.

#### **5.0 STAFFING IMPLICATIONS**

5.1 There are no implications under this heading arising from the recommendation of this report.

#### **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

6.1 There are no implications under this heading.

#### **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

7.1 There are no identified issues under this heading for this report and its recommendation.

#### **8.0 COMMUNITY SAFETY IMPLICATIONS**

8.1 The implications under this heading are addressed in the report.

#### **9.0 LOCAL AGENDA 21 IMPLICATIONS**

9.1 There are no implications under this heading arising from the recommendation of this report.

## **10.0 PLANNING IMPLICATIONS**

10.1 There are no implications under this heading arising from the recommendation of this report.

## **11.0 ANTI – POVERTY IMPLICATIONS**

11.1 There are no implications under this heading arising from the recommendation of this report.

## **12.0 SOCIAL INCLUSION IMPLICATIONS**

12.1 There are no implications under this heading arising from the recommendation of this report.

## **13.0 HUMAN RIGHTS IMPLICATIONS:**

13.1 There are no implications under this heading.

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS:**

14.1 This report has implications for members in the Seacombe Ward.

## **15.0 BACKGROUND PAPERS:**

15.1 A petition and survey documents have been used in the preparation of this report.

## **16.0 RECOMMENDATIONS:**

16.1 The Panel is requested to:

- (1) Note the petitioners request for further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area.
- (2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action should be taken in respect of the petition requesting further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area but that the situation will continue to be monitored.

DAVID GREEN  
DIRECTOR OF TECHNICAL SERVICES