

## WIRRAL COUNCIL

CABINET - 4TH FEBRUARY 2010

### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### 2010/11 LOCAL TRANSPORT CAPITAL PROGRAMME - ROAD SAFETY BLOCK

##### 1.0 EXECUTIVE SUMMARY

1.1 Further to my report on the Local Transport Capital Programme, which was considered and approved by Cabinet on 14 January 2010, this report sets out the detailed Road Safety Block programme for Cabinet approval.

1.2 This has been identified as a Key Decision in the Forward Plan.

##### 2.0 BACKGROUND

2.1 On 14 January 2010, my report on the Local Transport Plan (LTP) Programme advised Members that it was not possible to provide a breakdown of all elements of the programme due to the necessary level of analysis required for some budget heads. This report now brings to Members' attention those budget heads within the 'block allocation' for Road Safety and sets out the respective detailed projects for approval.

2.2 In 2008/9 Wirral's LAA Programme Board approved two Improvement Priorities relating to road safety (Total and Child Killed/Seriously Injured) for inclusion within Wirral's LAA that will facilitate continuation of the work undertaken by the Merseyside partners in previous years as part of the LTP.

2.3 These Improvement Priorities are the main driver in the determination of suitable schemes and projects within the proposed 2010/11 programme of schemes and the budget allocation for the 'shared priority' of Road Safety outlined in this report.

##### 3.0 ROAD SAFETY BLOCK – SUMMARY OF ALLOCATION

3.1 This report sets out the projects proposed within a number of individual programmes that contribute to the overall Road Safety Shared Priority and includes the more traditional types of scheme to reduce road accident casualties.

<u>Block</u>	<u>Allocation</u>
Local Safety Schemes (LSS)	£ 500,000
M53 Junction 3 – Major Safety Scheme	£ 310,000
Community Speed Reduction Initiative	£20,000
Safer Routes To School (SRTS)	£ 150,000
<b>Total ROAD SAFETY Block Allocation</b>	<b>£980,000</b>

#### **4.0 LOCAL SAFETY SCHEMES (LSS) (£500,000)**

- 4.1 **Appendix A** identifies 3 schemes (totalling £68,000) from the 2009/2010 LSS programme that require funding. These schemes will not be completed due to unforeseen technical considerations but still have an accident / casualty record that will accord a significant rate of return and complement the overall LSS programme.
- 4.2 **Appendix B** identifies new schemes totalling £432,000 for inclusion within the 2010/11 programme. This list is based upon the results of preliminary investigations by my Accident Investigation Unit into the accident records for each location, together with an overall initial assessment of the suitability for suggested remedial measures that can be economically justified based on the expected accident cost savings.
- 4.3 **Appendix C** identifies a reserve list of schemes, should any of the schemes identified in Tables 1 or 2 be found to be not viable upon further detailed investigation or completed for less than the indicative cost.

#### **5.0 M53 JUNCTION 3 MAJOR SAFETY SCHEME (£310,000)**

- 5.1 £310,000 of the £980,000 Road Safety Block allocation has been identified for the M53 Junction 3 improvement scheme previously reported to and endorsed by Cabinet at its meeting of 14 January 2009 (Minute 336 refers). Following an allocation of £250,000 approved as part of the Road Safety Block for 2009/10, this £310,000 allocation for 2010/11 is to meet the remaining overall cost of the scheme.
- 5.2 The project is an improvement scheme to a key junction on the Borough's strategic highway network, which provides access to the national road network.
- 5.3 The M53 junction 3 has a total of 60 recorded personal injury collisions occurring during a 3-year period (1/9/2004 to 31/8/2007) involving 93 casualties of which 5 sustained serious injuries.
- 5.4 The scheme is expected to achieve a reduction in the number of people killed or seriously injured in road accidents and in the slight casualty rate at this location.
- 5.5 The scheme will contribute towards achieving the Road Safety aims and objectives set out in the Council's Corporate Plan, Wirral Local Area Agreement and Merseyside Transportation Plan.
- 5.6 The provision of traffic signals, together with improvements to the carriageway surface, destination markings, street lighting and signing will also thereby improve traffic movements and capacity at the junction, regulating traffic patterns to and from the adjacent highway network and reducing congestion and delays.
- 5.7 The first phase of works (construction) is expected to commence early 2010 and completion during 2010/11.

#### **6.0 COMMUNITY SPEED REDUCTION INITIATIVE (£20,000) 'DRIVE ACCIDENTS DOWN TO ZERO'**

- 6.1 This Community Speed Reduction Initiative was initially launched during 2007/8. Run in conjunction with Merseyside Police using community volunteers to monitor and report inappropriate speed, a signage and media marketing campaign to 'Drive

Accidents Down To Zero' was introduced in seven initial target areas as a means of influencing motorists behaviour and perception of speed in residential areas.

- 6.2 Members may recall my update of the successful Community Speed Initiative and the results of further engagement with communities via Area Forums over the possibility of moving the initiative on into other local areas, which I reported to Cabinet on 19<sup>th</sup> March 2009.
- 6.4 Based on the consultation together with requests and officer input, a further 14 discrete areas were identified.
- 6.5 At that meeting, Members endorsed a programme of rotation of areas for 'Bring Accidents Down 2 Zero', with the initiative moving to seven of the new sites in May 2009 and again in November 2009 to the remaining seven sites.
- 6.6 From April 2010 onwards, it is proposed that the rolling programme continues by returning to the initial seven pilot areas.
- 6.7 Additional signing, including where appropriate vehicle actuated signing, will be utilised on the same basis to complement and enhance each area initiative. It is my intention to report more fully on the initiative to a future meeting.

#### **7.0 SAFER ROUTES TO SCHOOL (SRTS) (£150,000)**

- 7.1 A number of schools that have been working on School Travel Plans during 2008/09 and 2009/10 have either submitted completed drafts or are to do so during the current year. The listing is not sufficiently refined at the present time so as to be able to advise Cabinet of probable locations for action in 2010/11.
- 7.2 A Contribution to 'Sustrans' for the Wirral-wide 'Bike It' project, is included within this allocation to assist in linking National 'Sustrans' initiatives to local initiatives to promote and encourage cycling to schools, for a number of schools who while developing their School Travel Plans have shown additional commitment to cycling.
- 7.3 As in previous years, the School Travel Plan Co-ordinators will continue to develop initiatives that encourage parents and children to engage in such schemes and choose more sustainable methods of travel to school.

#### **8.0 TRAFFIC CALMING IN RESIDENTIAL AREAS**

- 8.1 Members will note that a specific budget heading for Traffic Calming is not included within the proposed Road Safety block for 2010/11.
- 8.2 An allocation of £200,000 has been included in the report on the Environment/Air Quality Block also on this meeting's agenda. This allocation was the subject of consultation with Area Forums to determine whether or not each Area Forum wished to receive a one eleventh share amounting to approximately £18,200 to allow for the Forums to decide on what traffic/highway schemes this money should be spent on.
- 8.3 Sites that have a personal injury accident record that could be improved by the introduction of traffic calming measures will continue to be considered for Traffic Calming and assessed against the adopted Traffic Calming Criteria. The adopted Traffic Calming Criteria is:-

- Sites will not be considered for physical measures such as vertical or horizontal deflections on emergency services priority routes - unless specific approval can be gained.
- Only sites capable of conforming to the Highways (Road Humps) Regulations 1996 and current Department of Transport, Local Government and the Regions advice on design and placement of measures will be considered.
- Traffic Calming measures may also be considered in support of specific initiatives, such as home zones; cycling and safer routes to schools where such schemes may not be justified on their existing personal injury accident record.

8.4 Despite not having a specific block allocation, Committee will note the Traffic Calming scheme proposed in the LSS programme for Parkside Road, Bebington that achieves its priority based on personal injury accident savings.

8.5 Petitions for traffic calming that have been received and given consideration since I last reported to Committee do not offer any personal injury accident saving and are to be reported to the Highways & Traffic Representation Panel early in 2010.

## **9.0 FINANCIAL IMPLICATIONS**

9.1 Schemes will be financed from the approved block allocation for Road Safety of £980,000 for 2010/11 (£250,000 having previously been approved - see Section 5.0).

## **10.0 STAFFING IMPLICATIONS**

10.1 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes supported by external consultants on the Council's approved Consultants Framework where necessary. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

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

11.1 There are no specific ethnic minority, elderly persons or equal opportunities implications arising directly out of this report. Some schemes will be of particular benefit to children, the elderly, persons with disabilities and pedestrians.

## **12.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

12.1 All of the schemes in the Road Safety Block Allocation have positive health implications, either through improvements in road safety (local safety schemes) or through encouraging a healthier mode of transport (safer routes to school).

## **13.0 COMMUNITY SAFETY IMPLICATIONS**

13.1 Schemes proposed in this report have a positive community safety benefit.

## **14.0 LOCAL AGENDA 21 IMPLICATIONS**

14.1 There are no specific Local Agenda 21 implications arising from this report.

## **15.0 PLANNING IMPLICATIONS**

15.1 There are no specific planning implications arising from this report.

## **16.0 ANTI-POVERTY IMPLICATIONS**

16.1 There are no specific Anti-Poverty implications arising from this report.

## **17.0 SOCIAL INCLUSION IMPLICATIONS**

17.1 There are no specific Social Inclusion implications arising from this report.

## **18.0 HUMAN RIGHTS IMPLICATIONS**

18.1 There are no direct implications under this heading.

## **19.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

19.1 The report identifies programmes that have Boroughwide implications.

## **20.0 BACKGROUND PAPERS**

20.1 None.

## **21.0 RECOMMENDATIONS**

21.1 Cabinet is requested to:

(1) Approve the Road Safety Block programme for 2010/11 set out in this report;

(2) Authorise the Director of Technical Services to select a suitable alternative from the reserve list of schemes in consultation with Overview and Scrutiny Committee Spokespersons, in the event that it proves impractical to proceed with an approved scheme or unallocated finance becomes available.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

**Capital Programme 2010/2011 - Local Safety Schemes - Undertakings  
carried forward from 2009/10**

<b>No</b>	<b>Location</b>	<b>Estimated Cost</b>
1	Thornton Common Rd - Neston Rd: Poulton Hall Rd to Borough Boundary <i>(RainLine &amp; Road Markings)</i> Clatterbridge Ward	£16,000
2	Willaston Rd - Birkenhead Rd: Clatterbridge R'bt to Borough Boundary <i>(RainLine &amp; Road Markings)</i> Clatterbridge Ward	£24,000
3	Chester Road, Heswall: Gayton Roundabout to Borough Boundary <i>(Signing &amp; Road Markings)</i> Heswall Ward	£24,000
		<b>£68,000</b>

**Capital Programme 2010/2011 - Local Safety Schemes**

No	Location	No. of accidents	No. of susceptible accidents	% First Year Rate of Return	Estimated Cost
1	Arrowe Park Road, Upton - <i>Minor Access Improvement &amp; Road Markings</i> Upton and Pensby & Thingwall Wards	4	3	2755	£4,000
2	Barnston Road, Barnston - <i>Signing / Road Markings</i> Pensby & Thingwall Ward	11	3	394	£28,000
3	Borough Road/Balls Road East, Birkenhead - <i>Traffic Signal Configuration</i> Birkenhead & Tranmere Ward	7	3	5511	£2,000
4	Bromborough Road, Bromborough - <i>Signing / Road Markings</i> Bromborough Ward	5	3	184	£18,000
5	Docks Link Road - <i>Surface Treatment &amp; Signing/Road Marking Improvements</i> Wallasey Ward	4	4	639	£23,000
6	Gorse Lane (adjacent to Norwood Rd & Gorsedale Rd), Wallasey - <i>Toucan Crossing</i> <i>* additional £30,000 funded Section 106 agreement</i> Seacombe Ward	3	3	162	£68,000*
7	Hoylake Road/Mercer Road, Bidston <i>Pedestrian Crossing Improvements</i> Bidston & St James Ward	4	2	175	£42,000
8	Hoylake Road/Gautby Road, Bidston <i>Pedestrian Crossing Improvements</i> Bidston & St James Ward	3	2	319	£23,000
9	New Chester Road/Old Hall Road, Bromborough – <i>Signal Configuration</i> Bromborough Ward	8	7	1029	£25,000
10	New Chester Road/Corniche Road, Port Sunlight - <i>Puffin Crossing</i> Bromborough Ward	2	2	105	£70,000
11	Parkside Road, Bebington - <i>Traffic Calming</i> Bebington Ward	3	3	200	£55,000

**Appendix B****Capital Programme 2010/2011 - Local Safety Schemes ...continued**

12	Teehey Lane, Bebington - <i>Pedestrian Refuge</i> Bebington Ward	3	3	735	£15,000
13	Telegraph Road (Caldy RAB - Station Road), Thurstaston - <i>Signs,</i> <i>Studs, Marker Posts &amp; Carriageway</i> <i>Markings</i> West Kirby & Thurstaston Ward	10	7	857	£30,000
14	Telegraph Road (Station Road - Mere Lane), Thurstaston - <i>Signs,</i> <i>Studs, Marker Posts &amp; Carriageway</i> <i>Markings</i> West Kirby & Thurstaston, Pensby & Thingwall and Heswall Wards	3	2	306	£24,000
15	Upton Road / Saughall Massie Road, Upton - <i>Traffic Signal /</i> <i>Junction Improvements</i> Upton and Moreton West & Saughall Massie Wards	8	8	5878	£5,000
TOTAL					<b>£432,000</b>

**Appendix C**

**Capital Programme 2008/2009 – Local Safety Schemes  
Reserve List**

<b>No.</b>	<b>Location</b>	<b>Estimated Cost.</b>
19	'Rain-line' Specialist Carriageway Markings and 'Cats-eye' / 'Studs' – Various sites	£700 per 100 l/m
20	Surface Treatment - Various (Zebras, Pelicans and Bends	£7,500 per site
21	High Visibility Guard Rail – Various sites	£1,000 to £4,000 per site