

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN WRIGHT STREET, WALLASEY

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 105 signature petition submitted via Councillor Dodd in July 2010 requesting traffic calming measures in Wright Street, Wallasey.
- 1.2 The report concludes that, based on the Council's adopted criteria, physical traffic calming measures are not justified at this time and recommends that the Sustainable Communities Overview and Scrutiny Committee be informed 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 Wright Street is a one way residential road which runs from Kingslake Road to Tobin Street. It has parking in operation on the north east side of its road with double yellow lines prohibiting parking in the south west side for the full length of the road.
- 2.2 Terrace type housing fronts Wright Street for its length on the north east side and the majority of the south west side. There is very limited off street parking available, with considerable demand for parking within the road.

3.0 PETITION

- 3.1 A petition containing 105 signatures was presented to a meeting of the Council on 12 July 2010.
- 3.2 The petition calls for traffic calming measures to be introduced in Wright Street, Wallasey.
- 3.3 The lead petitioner has expressed concerns over vehicular speed and the volume of traffic when children are playing in the road.
- 3.4 An officer from my Traffic Management Division visited the lead petitioner and explained that the Local Safety Scheme Programme, which can incorporate Speed Reduction Schemes, was considered at the Council's Cabinet meeting on 4 February 2010. Wright Street and its surrounding area was not identified as a priority within this programme.
- 3.5 Five spot traffic speed surveys were undertaken in Wright Street over a two month period which revealed low average speeds of 25, 24, 23, 21 and 22 and a relatively light flow of vehicular traffic.
- 3.6 The petitioners expressed their concern that they felt it was unsafe for children to play within the road, however, I do not consider that this is a safe practice. Indeed, during the past five years there have been two tragic road deaths involving young children playing unsupervised in roads where traffic calming had already been introduced. The lead petitioner was informed of the dangers of children playing on or adjacent to roads.

- 3.7 My investigations into the road safety records for Wright Street show that it has an excellent personal injury accident record during the latest three year study period. I do not consider that the introduction of traffic calming measures will result in a significant reduction of vehicle speeds or lead to an improvement in the already good accident record, therefore the introduction of traffic management measures are not warranted at this present time. My road safety officers will, however, continue to offer education to children and parents about the highway environment.
- 3.8 Commensurate with this information my Officers have informed the lead petitioner of the following measures that could be carried out within the area:
- The joint "Community Speedwatch" initiative that the Council has with the Police, which aims to empower local communities to make drivers more aware of inappropriate speed, could be introduced should the lead petitioner or other concerned neighbours wish to take this forward.
 - This road could be considered for the community speed initiative "Bring Accidents Down 2 Zero".
- 3.9 My officers have also considered an alternative to road humps as a form of traffic calming: by moving a central section of the double yellow lines currently in place along the south west side of the road to a position immediately opposite on the north east side, effectively providing a chicane in the road.
- 3.10 In order to maintain traffic flow and prevent vehicles parking opposite each other within the relatively narrow road, an area of overlap of the double yellow lines on each side of the road would be required. During my investigations, it was noted that a number of vehicles park on the existing double yellow lines. Should this occur within the overlap area of double yellow lines on the approach or exit from the parking chicane it is likely to cause an obstruction on Wright Street. Wright Street is a one way road and vehicles would not be permitted to reverse out of it should they not be able to manoeuvre through.
- 3.11 This alternative will lead to a loss of on-street parking for approximately four to six vehicles. Given the already considerable pressure on parking provision within Wright Street, such a scheme may not find favour with residents.
- 3.12 My officers consider that due to the already low average speeds of vehicles on Wright Street this measure may not significantly affect vehicle speed.

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 additional 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 petitioner's request for traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area.
- (2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action is taken in respect of the petition requesting traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area but that the situation will continue to be monitored.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES