

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL

21 MARCH 2012

SUBJECT:	PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN NASEBY CLOSE, UPTON
WARD/S AFFECTED:	CLAUGHTON
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES CLLR DAVE MITCHELL
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 34 signature petition submitted a Ward Member in August 2011 requesting traffic calming measures in Naseby Close, Upton.
- 1.2 The report concludes that, this road is already subject to a 20mph speed limit and that physical calming features would present significant implementation problems given the layout of driveways, footways and drainage. The report 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 RECOMMENDATION/S

- 2.1 This report recommends that the panel note the petitioners' request for traffic calming measures to slow the speed of traffic in Naseby Close and to recommend to the Sustainable Communities Overview and Scrutiny Committee no further action is taken in respect of the petition but that the situation will continue to be monitored.

3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 My investigations into the road safety records for Naseby Close 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, and that 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, including visiting St Peter's Catholic Primary School.
- 3.2 Commensurate with this information, the following initiatives 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.

- To discourage non-residential traffic from using Naseby Close, a 'No Through Road' sign will be erected.

4.0 BACKGROUND AND KEY ISSUES

- 4.1 A petition containing 34 signatures was received by my department on 10th August 2011, calling for traffic calming measures to be introduced in Naseby Close, Prenton.
- 4.2 The petitioners have expressed concerns primarily over vehicular speed and the danger they feel this poses to children playing in the road. The petition also highlights the residents concerns over the width of the pedestrian walkways.
- 4.3 Naseby Close is a two way residential no through road which runs from St Peter's Way. The road incorporates a T-junction approximately 200 metres along the road which takes Naseby Close to both the east and west for a short distance of approximately 50 metres to the west where it is then blocked off by bollards; and approximately 50 metres to the east where it is also blocked off by bollards. Parking is permitted on both sides of its road. All properties fronting onto Naseby Close have off-road parking available in the form of private driveways. The properties which back onto Naseby Close have driveway parking available at the front of the properties, accessed via Netherfield Close. Along St Peter's Way, at either side of the junction onto Naseby Close, there is additional parking in the form of lay-bys.
- 4.4 There appears to be limited demand for on-street parking within the road due to a low number of parked vehicles on the road observed during visits.
- 4.5 St Peter's Catholic Primary School is based on St Peter's Way, opposite the junction of Naseby Close. No residential properties front onto St Peter's Way leaving parking available here largely only for the residents of Naseby Close.
- 4.6 St Peter's Way and Naseby Close are already part of a 20 mile per hour zone with speed humps and 20 miles per hour reminders painted on the highway along the length of St Peter's Way. Due to the relative short lengths of roads adjoining St Peter's Way and dropped vehicle crossings to residential properties, speed humps could not be provided within the original traffic calming scheme.
- 4.7 Officers from my Traffic Management Division have made several attempts to contact the Lead Petitioner to discuss the issues in more detail, however it has not been possible to contact the Lead Petitioner.
- 4.8 Two spot traffic speed surveys were undertaken in Naseby Close which revealed low average speeds of 17 miles per hour and 23.5 miles per hour and a light flow of vehicular traffic.

- 4.9 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 six years there have been two tragic road deaths involving young children playing unsupervised in roads where traffic calming had already been introduced.
- 4.10 Further to their concerns over children playing in the road, the petitioners highlighted their opinion that the pedestrian footways are too narrow for pedestrian usage. Although the footway is narrow along the west side of Naseby Close, the side which the properties front onto, any attempts to widen it would result in the carriageway narrowing and necessitating the road becoming one way. In order for refuse lorries and other large vehicles to access the road if narrowed, parking to all other traffic would need to be prohibited through the introduction of double yellow lines which would be unlikely to find favour with local residents. Removal of bollards which currently block access to adjacent roads and the introduction of a one way system is likely to see an increase in vehicle speeds and the volume of traffic is also likely to be increased.
- 4.11 Surveys indicate it is impractical to introduce speed humps within Naseby Close due to the drainage along the road. Speed humps are unlikely to make any significant difference to the already slow average vehicle speeds.
- 4.12 During both speed surveys, parked vehicles were observed along both sides of Naseby Close. The observations of the Officer completing both speed surveys were that the majority of the traffic was created by residents. In fact the vehicle observed to be travelling at the highest speed during the surveys was a local resident. Although only one vehicle was observed during the hours of 08:00 and 10:00 on a school morning, parking on Naseby Close to take a child into St Peter's School, should school traffic become an issue, my officers can liaise with the school and advise them on ways that they can encourage parents to find alternative ways to transport their child to school.

5.0 RELEVANT RISKS

- 5.1 None Identified.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 None Identified.

7.0 CONSULTATION

- 7.1 As mentioned previously, Officers from my Traffic Management Division have made several attempts to contact the Lead Petitioner to discuss the issues in more detail, however it has not been possible to contact the Lead Petitioner.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 There are no specific implications under this heading arising from this report.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 There are no specific implications under this heading arising from this report.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 Equality Impact Assessment (EIA)

(a) Is an EIA required? No

11.2 The proposed Local Safety Scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

12.0 CARBON REDUCTION IMPLICATIONS

12.1 There are no implications under this heading.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 There are no specific implications under this heading arising from this report.

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APPENDICES

Drawing No TL017860 indicates the existing layout of the 20 miles per hours zone.

REFERENCE MATERIAL

Survey documents and a petition have been used in the preparation of this report.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

(Author: Please see overleaf)