

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

Monday, 25 September 2017

Present:

Councillors M Sullivan D Mitchell
S Williams

Apologies D Ball

13 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members of the Committee were asked to declare any disclosable pecuniary or non-pecuniary interests, in connection with the item on the agenda.

No such declarations were made.

14 PETITION FOR LOWER SPEED LIMIT - BRIMSTAGE ROAD, BRIMSTAGE

The Road Safety Officer for the Council Mr D Rees addressed the Panel and drew attention to sections of the written report submitted and answered question from the Panel.

A review for all Council Roads including Brimstage Road in 2010, a consistent approach was taken by experienced consultancy firm in conjunction with Traffic Management and Local Police; this looked at the use of the road, the frontage, shopping area, volume and speed of traffic.

Brimstage road (A5137) is a strategic east- west route connecting Heswall and the A540 to the M53 at Clatterbridge. Following the recommendation of this review the speed limit was reduced from 60 to 50 Mph.

An analysis of road safety records on Brimstage Rd. in 2014 was undertaken during this study there had been 6 injury crashes over 5 year period within the 50 Mph section of this Rd, the Officer went into detail concerning these crashes.

To improve safety on Brimstage Rd a scheme was approved by Cabinet in 2015/16 introducing signs and road marking and a minor realignment of the main carriageway around the bend at the junction of Brimstage Rd and Whitehouse Lane.

During this investigation the Council received the petition with over 240 signatures from Mr Mason; in October 2016 the Road Safety manager and Cabinet Member for Highways met with Mr Mason and interested members of the public to discuss concerns over the speed of traffic on Brimstage Rd.

The finding of the survey undertaken 7 days before the scheme in October 16 and May 17 showed the majority of traffic in both directions speed was between 41 and 46 Mph.

Poor visibility from entrances from properties this is being addressed by Lever Hulme estates in cutting back the hedge rows now the birds have finished nesting to increase visibility.

It was noted that the Police had said it would be difficult to enforce a speed limit on this Rd if reduced to 40 Mph due to there being no laybys to pull cars speeding cars over on to.

The Traffic Management Officer finished off his report by referring to the conclusion from the panel of experts regarding to the wide scale speed limit review in 2010/11 is correct and the current 50 MPH speed limit for this Road is appropriate and within the guidance set out by the Department for Transport.

The Lead Petitioner Mr Peter Mason addressed the Panel and answered questions asked; he explained to the panel his industry background as a Civil Engineer involved in infrastructures projects overseas and here which involved Highways and Road Safety. Mr Mason has lived on the Wirral for 20 years during this time he has been concerned about road safety and his views are shared by many members of public. Mr Mason has been instrumental in reducing the speed limit on the section of Brimstage Road from the Clegg Arms Gayton to the Heswall Hills Railway Station from 40 to 30 Mph.

Mr Mason told the panel his 14 year old daughter was knocked down and killed outside Clatterbridge Hospital in 1990.

The concerns he raises are reflected by many people for the safety of the road users, elderly people and school children crossing the road. There are 2 care homes and visitors, staff and delivery vans have difficult in joining the road and the staff crossing the road to the bus stop due to the speed of traffic.

Brimstage Road has many blind bends and as it is a rural road you could encounter slow moving tractors, and Cattle crossing the road both leaving dirt and dung on the road.

He pointed out the road is used by HGV, cars, cycles and horses the road is not wide and there is no continuous footpath. The 50 Mph is misleading to users as some parts of the road have to be taken at considerable slower speeds.

He concluded that the reduction in the speed limit from 40 to 30 Mph has saved a number of casualties and he now needs to do the same for the rest of Brimstage road but as a compromise only reducing the speed limit from 50 to 40 MPH.

Mr Mason was asked to leave the room whilst the Panel discussed making their decision.

Mr Mason was invited back into the meeting to be given the decision by the Chair of the Panel

The panel had voted 2:1 to uphold the Recommendation for the speed Limit to remain the same.

The chair gave that the main reasons against changing the speed limit were:

Statistics show that there isn't a reason to change the speed limit.

The decision was far easier to make on the east side of Brimstage Village.

The Chair has made a recommendation to the Traffic Management Officer to go back and have a look at the signage and where it is placed, the slow signs prior to the bends. Check road markings and signage are in good condition.

If the situation changes on the safety of road users it will be reviewed again.