

<p>REPORT TO: CLLR STUART WHITTINGHAM</p> <p>CABINET MEMBER FOR HIGHWAYS AND TRANSPORT</p>	<p>CABINET MEMBER REPORT 17TH JANUARY 2018</p> <p>LEASOWE ROAD / GARDENSIDE LEASOWE & MORETON EAST WARD – PROPOSED ROAD SAFETY IMPROVEMENTS</p>
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REPORT SUMMARY

This report considers an objection relating to the proposal to undertake a 'casualty reduction scheme' at the existing roundabout at Leasowe Road / Gardenside, Leasowe, as shown on plan DC/0322/100. These proposals were previously prioritised as part of the 2016/17 Transport Plan for Growth Programme approved by Cabinet on 18th July 2016.

This matter affects Leasowe & Moreton East Ward.

This decision (reporting a single objection) is being made under the updated Cabinet Member Scheme of Delegation (Objections to Highways schemes) agreed by Council dated 14th December 2015 [Minute 83 refers].

This matter does not require a Key Decision.

RECOMMENDATION/S

The Cabinet Member for Highways and Transport is requested to:

- (1) Note the objection received and the Officers' responses; and
- (2) Approve the proposal as shown on attached drawing no. DC/0322/100 for implementation.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Other measures to improve the casualty record at the junction have been considered including the introduction of traffic signals, however, this option was not progressed due to funding restrictions and highway constraints.

3.0 BACKGROUND INFORMATION

- 3.1 On the 15th April 2016, the Liverpool City Region Combined Authority awarded £1,375,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.
- 3.2 The proposed scheme forms part of the 2016/17 Transport Plan for Growth Capital Programme of Works (Integrated Transport Block - ITB) subsequently agreed by Cabinet at its meeting of 18th July 2016 [Minute 34 refers].
- 3.3 This decision (reporting a single objection) is being made under the updated Cabinet Member Scheme of Delegation (objections to Highway schemes) agreed by Council dated 14th December 2015 [Minute 83 refers].
- 3.4 Analysis of the road safety history at this junction during the current 5 year study period has revealed that there have been 9 recorded collisions involving injuries.

4.0 PUBLIC CONSULTATION

- 4.1 As part of the consultation exercise for this scheme letters were delivered to local residents in the vicinity of the scheme, informing them of the proposals. In addition, consultation has been undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association, and Merseytravel.
- 4.2 During the consultation exercise one objection was received against the proposals, which was submitted by a member of Merseyside Cycling Campaign. In addition, one letter of support was also received during the consultation exercise. Records indicate that Wirral Council has received 10 enquiries during the past three years requesting improvements at the roundabout along with concerns raised by Ward Members. The outstanding objections / concerns from Merseyside Cycling Campaign are summarised as follows:-

- 4.3 The objector states that *a speed limit of 30 mph should be imposed on the approaches to the roundabout on Leasowe Road in the general interests of road safety.*

In response; During 2010/11 Wirral Council reviewed the speed limits on all A & B class roads as part of the Governments 'Speed Limit Review'. This review was undertaken using a panel of experienced professionals including an independent consultancy of highway engineers who had already reviewed this type of project elsewhere in the country, Local as well as Traffic Police, the Councils Highways Network Manager and Road Safety Manager. The review considered a wide range of factors including road class, flow, collision history, frontage etc. It was the view of the panel that the speed limit should be 40mph on Leasowe Road between A554 Interchange and Pasture Road.

The documentation provided by the Department for Transport in setting local speed limits sets out a number of key points including; Speed limits should be evidence led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance.

The DfT advise that unless a speed limit is set with support from the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. Setting unrealistically low speed limits brings them into disrepute with drivers and also presents unnecessary difficulties for enforcement.

During the current study period there have been 9 recorded personal injury accidents at or approaching the roundabout. An investigation into these accidents shows that none involved pedestrians however two involved pedal cyclists. Both of these involved vehicles failing to give way to them from Gardenside. Officers have carefully considered the vulnerability of cyclists and pedestrians in the proposed scheme and consider that by redesigning the layout to create greater deflection and give cyclists a more prominent position on the road (more in driver eye-line) will make this layout safer. This scheme is not a cycling strategy scheme it is a 'road safety' led project aimed at reducing the number of personal injury accidents occurring at the roundabout due to collisions.

- 4.4 The objector states that a speed limit of 30 mph should be imposed on the approaches to the roundabout on Leasowe Road; in the particular interests of the safety of cyclists and pedestrians crossing the road/using the roundabout.

In response: It is proposed to change the existing arrangement of the roundabout to a 'continental' style in accordance with the guidelines issued by the Department for Transport. 'Continental' style roundabouts are designed to slow vehicular traffic as they enter and manoeuvre the

roundabout. The scheme is designed with the intention that the cyclist could take up a primary position in the road whilst negotiating the roundabout. By providing a safer junction for cyclists, it is hoped that more cyclists (both leisure and commuter) will use this route thus having a direct impact on supporting a low carbon environment. One of the benefits of this project is that existing crossing width for pedestrians will be reduced to one lane across all sections of the dual carriageway.

- 4.5 The objector states that a speed limit of 30 mph should be imposed on the approaches to the roundabout on Leasowe Road; to slow traffic approaching the existing 20mph limit in Gardenside.

In response; Gardenside has an existing 20mph speed limit (with physical traffic calming measures) up to the roundabout junction with Leasowe Road. Officers do not consider that a 30mph speed limit (for what would effectively be a comparatively short section of road either side of the roundabout) is warranted as the proposed physical measures are designed to encourage speed reduction on the approach to and through the junction. After discussion with Merseyside Police Roads Policing Officers a short section of 30mph speed limit at the roundabout would also be technically difficult to enforce. Guidance from the Department for Transport permits speed limit changes from 40 to 20mph.

- 4.6 The objector states that A two-way cycle route on the northern pavement to Leasowe Road past the roundabout should be introduced now as part of the scheme expenditure, with particular measures for pedestrians and cyclists to deal with the Nursery access/egress, especially since vehicles leaving may proceed out of the Nursery more quickly since the main traffic flow eastwards lies further out from the entrance than at present .

In response; There is insufficient funds available/approved for such a proposal at this time, however Officers are aware that provision of a cycle route along Leasowe Road would help connectivity for this specific road user group. Officers will keep this suggestion in mind for future programmes.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The projected cost of implementing these works is approximately £100,000 which will be funded from the 2016/2017 Transport Plan for Growth Capital Programme of works.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no specific implications under this heading arising from the recommendation of this report.
- 6.2 The maintenance of highways, promotion of road safety and the management of traffic are statutory duties for the Council.

7.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

7.1 Existing staff resources will be used to deliver this project

8.0 RELEVANT RISKS

8.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

9.0 ENGAGEMENT/CONSULTATION

9.1 As part of the consultation exercise for this scheme letters were delivered to local residents in the vicinity of the scheme, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

10.0 EQUALITY IMPLICATIONS

Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2014-0#wgSM-0>

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APPENDICES

DRAWING REFERENCE DC/0322/100 – Casualty Reduction Scheme

REFERENCE MATERIAL

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - Transport Plan For Growth Programme 2016/17	18th July 2016
Council – Amendment to Scheme of Delegation – Objections to Highways Proposals	14th December 2015