

2009/10 LOCAL TRANSPORT CAPITAL PROGRAMME - ROAD SAFETY

1.0 EXECUTIVE SUMMARY

1.1 Further to my report on the Local Transport Capital Programme, which was considered and approved by Cabinet on 15th January 2009, this report sets out project details relating to proposed schemes within the Road Safety Block.

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

2.0 BACKGROUND

2.1 On 15th January 2009, 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 Priority Areas for Improvement 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 priorities are the over-arching theme in the determination of suitable schemes and projects within the proposed 2009/10 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	£ 250,000
North Wallasey Approach Road – Major Safety Scheme	£ 50,000
Safer Routes To School (SRTS)	£ 150,000
Total ROAD SAFETY Block Allocation	£950,000

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

4.1 **Appendix A (Table 1)** identifies a scheme from the 2008/2009 LSS programme that requires funding. This scheme was not completed due to unforeseen difficulties but still has an accident/casualty record that will accord

a significant rate of return and complement the overall LSS programme (£33,000).

4.2 **Appendix A (Table 2)** identifies those new schemes for inclusion within the 2009/2010 programme. This list of new schemes 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 (programme £467,000).

4.3 **Appendix A (Table 3)** identifies a reserve list of schemes for inclusion, 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 (£250,000)

5.1 £250,000 of the £950,000 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 15th January 2009 (minute no.336 refers). The allocation for 2009/10 is to meet approximately one half of the overall cost of the scheme with a similar allocation identified from the Road Safety Block in 2010/11.

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 would be 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; Technical Services Road Safety Plan; Local Transport Plan 2, National Targets and Indicators.

5.6 The provision of traffic signals, together with improvements to the carriageway surface, destination markings, street lighting and signing would also strongly support the Council's Corporate Objective by improving traffic movements and accessibility, capacity at the junction, reducing delays, and regulating traffic patterns, to and from the adjacent highway network.

5.7 The first phase of works (design) would be expected to commence mid 2009 with construction works commencing early 2010 and completion during 2010/11.

6.0 NORTH WALLASEY APPROACH ROAD (£50,000)

6.1 £50,000 of the £950,000 Road Safety Block allocation has been identified for a scheme to introduce safety barrier previously reported to and endorsed by Cabinet at its meeting of 15th January 2009 (minute no.336 refers).

7.0 TRAFFIC CALMING IN RESIDENTIAL AREAS

- 7.1 Members will note that a specific budget heading for Traffic Calming is not included within the proposed Road Safety block for 2009/10.
- 7.2 An allocation of £200,000 has been included in the report on the Environment/Air Quality Block also on this evening's agenda. This allocation is the subject of consultation with Area Forums to determine whether or not each Area Forum wishes 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.
- 7.3 A report on the outcomes of the consultation will be reported to Cabinet. Should some of the allocation remain at the centre then it may be possible to promote traffic calming comprising of speed reduction features.
- 7.4 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 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.
- 7.5 Despite not having a specific block allocation, Committee will note the traffic calming scheme proposed in the LSS programme for Pulford Road that achieves its priority on personal injury accident savings.
- 7.6 Petitions for traffic calming that have been received and given consideration since I last reported to Committee are listed in **Appendix A (Table 4)**. They do not offer any personal injury accident saving and have not been prioritised for action. Committee is requested to note their receipt and that they are not prioritised for action at the present time.

8.0 SAFER ROUTES TO SCHOOL (SRTS) (£150,000)

- 8.1 A number of schools that have been working on School Travel Plans during 2007/08 and 2008/09 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 Committee of probable locations for action in 2009/10.
- 8.2 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.

8.3 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.

9.0 FINANCIAL IMPLICATIONS

9.1 Schemes will be financed from the approved block allocation for Road Safety of £950,000 for 2009/10 (£300,000 having previously been approved - see Sections 5.0 and 6.0).

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 agreement where necessary. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

11.0 EQUAL OPPORTUNITIES IMPLICATIONS

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.

11.2 All schemes are captured under the umbrella of the Equality Impact Standards.

12.0 COMMUNITY SAFETY IMPLICATIONS

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

13.0 LOCAL AGENDA 21 IMPLICATIONS

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

14.0 PLANNING IMPLICATIONS

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

15.0 ANTI-POVERTY IMPLICATIONS

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

16.0 SOCIAL INCLUSION IMPLICATIONS

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

17.0 HUMAN RIGHTS IMPLICATIONS

17.1 There are no direct implications under this heading.

18.0 LOCAL MEMBER SUPPORT IMPLICATIONS

18.1 The report identifies programmes that have Borough-wide implications.

19.0 BACKGROUND PAPERS

19.1 None.

20.0 RECOMMENDATIONS

That

- (1) the Road Safety programme for 2009/10 be approved as set out in this report;
- (2) the Director of Technical Services be authorised to select a suitable alternative from the reserve list of schemes in consultation with party spokespersons, in the event that it proves impractical to proceed with an approved scheme or unallocated finance becomes available;
- (3) the receipt of petitions for traffic calming as identified in Section 7 be noted and the decision by Overview and Scrutiny Committee that as no benefit to the personal injury accident record can be achieved by actioning these requests, they are not prioritised for action at the present time.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

Table 1**Appendix A****Capital Programme 2009/2010 – Local Safety Schemes****(Undertakings carried forward from 2008/09)**

No.	Location	£
1	M53 Junction 5, Hooton (Signs & Road Markings) Eastham Ward	£33,000
TOTAL		£33,000

Capital Programme 2009/2010 – Local Safety Schemes

No.	Location (and potential measures under consideration)	No. of accidents	No. of susceptible accidents	% First Year Rate of Return	Estimated Cost
1	A41 New Chester Road / Allport Lane, Bromborough: <i>Traffic Signal junction approaches</i> (Road surface treatment / reconstruction) Eastham Ward	5	4	312 %	£40,000
2	Barnston Road, Barnston: <i>Storeton Lane to Whitehouse Lane</i> (‘Cats-eyes’ road studs) Pensby & Thingwall and Heswall Wards	4	2	892 %	£7,000
3	Brimstage Rd, Brimstage: <i>Clatterbridge R’bt to Heswall railway bridge</i> (Signs, Road Markings/Rainline & Cats-eyes) Clatterbridge Ward	14	8	384 %	£65,000
4	Chester Road, Heswall <i>Gayton Roundabout to Borough Boundary</i> (Signing & Road Markings) Heswall Ward	6	4	892 %	£14,000
5	Fender Lane, Bidston: <i>Tesco Roundabout to Reeds Lane</i> (Reduced Speed Limit) Bidston & St James and Leasowe & Moreton East Wards	3	2	173 %	£36,000
6	Heron Rd, Meols: <i>Three Lanes End to Acres Road</i> (Signs & Road Markings) Hoylake & Meols Ward	5	5	446 %	£35,000
7	Milner Rd / Whitfield Lane, Heswall: <i>Junction</i> (Signs & Road Markings) Heswall Ward	3	3	375 %	£25,000

Table 2 (Continued)**Appendix A**

9	Mount Rd, Bebington: <i>Clatterbridge Roundabout to Broadway</i> (Signs, Road Markings, extension to Street Lighting) Bebington Ward	11	8	416 %	£60,000
10	Pulford Rd - Higher Bebington Rd, Bebington: <i>Heath Road to Teehey Lane</i> (Traffic Calming) Bebington and Rock Ferry Wards	3	3	156 %	£60,000
11	Raby Hall Rd – Raby Mere Rd, Raby: <i>Blakeley Road to Raby Village</i> (30mph, Signs & Road Markings) Clatterbridge Ward	3	3	268 %	£35,000
12	Thornton Common Rd - Neston Rd, Thornton Hough: <i>Poulton Hall Rd to Borough Boundary</i> (Signs & Road Markings) Clatterbridge Ward	12	6	535 %	£35,000
13	Willaston Rd – Birkenhead Rd <i>Clatterbridge R't to Borough Boundary</i> (Signs & Road markings) Clatterbridge Wards	10	7	397 %	£55,000
TOTAL					£467,000

Table 3**Appendix A****Capital Programme 2008/2009 – Local Safety Schemes****Reserve List**

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

Appendix A: Table 4 Petitions Received for Speed Reduction Schemes

No	Location	Total Number Of PIA's¹	Number Of Susceptible PIA's²	Remarks
1	Upland Road / Heath Drive / South Drive / Oakland Drive / Church Road, Upton. (Upton Ward)	1	1	Uneconomic First Year Rate of Return achievable (approx. 26%)
2	Surrey Street Poulton (and surrounding area) / Clayton Lane / Morley Road / Rankin Street / Limeliln Lane, (Seacombe Ward)	2	0	No accident saving to be achieved
3	Thurstaston Road and Village Road, Thurstaston (West Kirby & Thurstaston Ward)	0	0	No accident saving to be achieved

¹ PIA – Personal Injury Accident recorded by Merseyside Police during 3 year study period.

² Accidents which could be saved by the introduction of *Speed Reduction Measures*

³ Emergency Services Priority Response Route