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STREETSCENE AND TRANSPORT SERVICES OVERVIEW AND SCRUTINY COMMITTEE

Wednesday, 1 April 2009

<u>Present:</u>	Councillor	H Smith (Chair)	
	Councillors	T Anderson	D Mitchell
		P Hayes	P Reisdorf
<u>Apologies</u>	Councillors	R Abbey and A Hodson	
<u>Cabinet Member</u>	Councillor	J Quinn	

33 DECLARATIONS OF INTEREST/PARTY WHIP

Members were asked to consider whether they had personal or prejudicial interests in connection with any item(s) on this agenda and, if so, to declare them and state what they were.

Members were reminded that they should also declare, pursuant to paragraph 18 of the Overview and Scrutiny Procedure Rules, whether they were subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement. No declarations were made.

34 MINUTES

Resolved - That the minutes of the meeting held on 24 February, 2009 be accepted as a correct record.

35 ROAD SAFETY UPDATE

This item had been placed on the agenda at the request of Councillor P Hayes. He referred to the timing of his request for an update report and reported that improving road safety to achieve the Corporate Priority of reducing the number of serious accident casualties on the highway network was identified as a key issue for detailed scrutiny within this committee's Scrutiny Work Programme for 2008/ 09.

The Director of Technical Services reported that road safety work was ongoing with partner agencies and the progress that was being made reflected the Corporate Improvement Plan priority to reduce road traffic accidents. The new Road Safety Project Plan for 2009 was currently being prepared for submission to the May/June Cabinet meeting and detailed analysis of the accident statistics for 2008 and comparative data would be used to identify priorities for action. The accident statistics were produced annually for the year ending 31 December, 2008 and the finalised results were still awaited,

The Director referred to previous discussions concerning the Ofsted Inspection Report and the commentary on KSI's which was based on 2006 figures. The provisional accident figures for 2008 showed the Council working together with partner agencies was continuing to make progress towards the achievement of local and national performance indicator targets. The highlights were:

Child KSI's (16/17 in 2008). This was the third consecutive year of improvement in excess of 50% over a 3 year period and on course to achieve the 2010 target.

Motorcyclists (21 in 2008) This was the fourth consecutive year of improvement and an 80% improvement over a 4 year period.

All KSI's (150 in 2008) This was the fourth consecutive year of improvement and a 27% improvement over a 4 year period.

Councillor Jean Quinn, Cabinet Member, emphasised the importance of road safety and suggested that Road Safety Project Plan which was currently being updated could provide an opportunity for this committee to undertake some detailed scrutiny work.

Members thanked the Director and his staff for their efforts in improving performance against the targets for reducing the number of serious accident casualties on the highway.

Resolved – That the report be noted.

36 **SCHOOL TRAVEL PLANNING - PROGRESS REPORT**

The Director of Technical Services submitted a report detailing the background and current status of the School Travel Plan (STP) initiative.

The primary aim of School Travel Plans was to steer the school community away from private car trips to and from school, and towards more sustainable form of travel, such as walking, cycling, use of public transport and car sharing. This process of change was known as Modal shift. The benefits included improved road safety around the vicinity of the school, increased health and fitness of the school community and reduced pollution. School Travel Plans were also linked to other programmes, such as the work of the Road Safety team and cycle training initiatives.

The Director reported that the STP detailed the issues and concerns of the school and local community through surveys and consultation. In addition to a variety of physical schemes designed to remove barriers to sustainable journeys to schools, a significant amount of consultation work was being undertaken, and a cross section of initiatives was detailed in the report (Appendix1). A range of physical schemes for inclusion in the 2009/10 programme would be reported to a future meeting of this committee.

He reported that despite the good overall progress (with 68.34% of schools adopted), the difficulties in engaging with remaining schools meant that the department was unlikely to meet the aspirational 100% target by 2010 and it was anticipated that this would now be met in 2011. The schools that were classed as 'hard to engage' were

those which had not as yet confirmed their submission date or, had indicated they would not be undertaking the development of a Travel Plan. In comparison to other areas of Merseyside (Table2) and with other local authorities in the North West (Appendix 3) Wirral was progressing comparatively well. The schools that had committed to develop their School Travel Plans between now and 2010 were listed in Table 3 to the report.

The government's national performance indicator 198 measured the proportion of school aged children in full time education travelling to school using various modes of transport and walking. The data was currently being compiled and progress against this indicator would be reported to a future meeting.

A graph showing the number of children killed or seriously injured in road crashes on Wirral's roads indicated that good progress was being made toward the national target of reducing such incidents by 50% by 2010.

The Director responded to questions from members relating to:

- Resourcing issues in terms of developing and updating STP's and undertaking a range of initiatives to generate "modal shift"
- Staffing turnover and recruitment issues
- The hard to engage schools (Table1) and the involvement of Members both individually (as school governors) and collectively through the decision of this overview and scrutiny committee to support the STP initiatives.

Resolved – That the Committee note and endorse the ongoing progress made in relation to School Travel Planning.

37 **CARDIGAN ROAD, NEW BRIGHTON - OUTSTANDING OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDER**

The Director of Technical Services reported concerning two objections received in response to the notice of intention to introduce waiting restrictions on part of Cardigan Road, New Brighton.

The Director responded to the objections and reported upon the need for this scheme. He explained that the scheme was initially developed due to the receipt of a petition from the residents and carers of Cardigan Road regarding inconsiderate parking on the south side which can block access to and from their driveways. The scheme was welcomed by the local ward councillor who had attended the site meetings with residents.

He reported that Cardigan Road was wholly fronted by adapted housing for persons with physical and learning difficulties and the safe and expeditious movement of vehicles associated with this housing must take precedence over parking on the highway. It has been observed on site that the parking on part of the south side of Cardigan Road obstructed and hindered accessibility to the highway network for the residents as well as causing potential road safety concerns. Management by way of double yellow lines was considered the most appropriate measure to ease the situation.

The objectors' suggestion that the proposed "No Waiting At Any Time" restriction could be reduced to limited waiting had been considered but due to the nature of the disabilities of some of the residents on Cardigan Road, safe and unimpeded access to the highway network was needed at all times.

Resolved – That the Committee note the objectors' concerns but endorse the findings of this report and recommend to the Cabinet Member that the scheme to introduce a "No Waiting At Any Time" Traffic Regulation Order, as shown on Plan No. 31/09, be approved.