

## **WIRRAL COUNCIL**

### **HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 17 SEPTEMBER 2009**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **OBJECTIONS: LOCAL SAFETY SCHEME - HIGHER BEBINGTON ROAD / PULFORD ROAD (BEBINGTON WARD)**

##### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers objections received to the proposed "Local Safety" scheme for Higher Bebington Road, Bebington.
- 1.2 The report recommends that the Panel notes the objections and that the "Local Safety" scheme as shown on attached drawing number Beng/54/09a be recommended to Overview & Scrutiny Committee for approval and implementation.

##### **2.0 BACKGROUND**

- 2.1 On 24 February 2009, Streetscene & Transport Services Overview and Scrutiny Committee considered a report on this year's Transport Capital Programme – Road Safety and subsequently endorsed and referred matters to Cabinet for approval.
- 2.2 The Transport Capital Programme – Road Safety Programme for 2009/10 was subsequently approved at Cabinet meeting on 19 March 2009 (Minute 420 refers).
- 2.3 Originally the scope of the "Local Safety" scheme was to traffic Higher Bebington Road and Pulford Road between Teehey Lane and Heath Road.
- 2.4 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on site and Party Spokespersons and Ward Members were informed. The Traffic Regulation Order for the speed cushions was also advertised within the local press and a public display was erected in Bebington Civic Centre.
- 2.5 During the advertisement period unresolved objections to the proposals were received from 10 households. In addition a petition with 264 signatures was submitted against the proposal. Letters of support for the scheme were received from 6 households. Representations made by the three Ward Members indicated that they did not support the original traffic calming scheme.
- 2.6 Following subsequent discussions with the Ward Members it was decided that the extent of the proposed scheme would be re-visited with a view to reducing the amount of physical traffic calming measures.
- 2.7 A further consultation exercise was undertaken outlining the revised scheme. Letters were delivered to residents of properties in the vicinity of the proposed scheme. Letters were also delivered to all objectors and to the households where the petition had been signed. Notices were erected on site and Party Spokespersons and Ward Members were informed. A public display was erected in Bebington Civic Centre.
- 2.8 During the advertisement period one unresolved letter of objection was received. The content of the objector's concerns is outlined in Appendix A.

##### **3.0 SUMMARY**

- 3.1 There is, from the accident record, merit in introducing a "Local Safety" scheme in Higher Bebington Road and Pulford Road as there have been 3 recorded personal injury accidents along this route in the current three year study period, all of which would have been prevented if a traffic calming scheme had been present.

3.2 It is not uncommon for residents and road users to object to traffic calming features, however, such features are in place in other areas of the Borough and indeed country-wide. Speed reducing features installed within the tolerances recommended by the Department for Transport are proven to be highly beneficial.

3.3 The Council prioritises its resources in line with the aspirations of the Local Transport Plan objectives. This is to make specific improvements in Local and National Performance Indicators. For Wirral Council road safety is a Key Improvement Aim and this reflects the importance afforded to Road Safety by the Department for Transport in its national indicators. In addition a Local Authority Agreement has been signed with the Government Office for the North West to provide specific impetus into road safety to achieve a better performance against targets than the Governments nationally recognised target.

#### **4.0 FINANCIAL IMPLICATIONS**

4.1 The overall works, estimated to cost in the region of £60,000, will be financed from the 2009/10 Transport Capital Programme.

#### **5.0 STAFFING IMPLICATIONS**

5.1 Existing staff resources have been used for the design and will be used for the supervision of the works.

5.2 There are no additional financial or staffing implications arising directly from this report. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

#### **6.0 EQUAL OPPORTUNITIES IMPLICATIONS**

6.1 Traffic travelling at a lower speed can have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road.

#### **7.0 COMMUNITY SAFETY IMPLICATIONS**

7.1 Introducing traffic calming features will ensure that vehicle speeds are moderated at all times.

7.2 The proposed schemes are designed to support the Council's corporate aim to reduce the number of people killed or seriously injured in road accidents.

#### **8.0 LOCAL AGENDA 21 IMPLICATIONS**

8.1 The introduction of traffic calming measures will result in reduced vehicle speeds which will in turn result in reduced vehicle emissions, thus having a beneficial effect on the local environment.

#### **9.0 PLANNING IMPLICATIONS**

9.1 There are no specific planning implications arising directly from this report.

#### **10.0 ANTI-POVERTY IMPLICATIONS**

10.1 There are no specific anti-poverty implications arising directly from this report.

#### **11.0 SOCIAL INCLUSION IMPLICATIONS**

11.1 There are no specific social inclusion implications arising from this report.

#### **12.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

12.1 This report has implications for Members in the Bebington Ward.

### **13.0 BACKGROUND PAPERS**

- 13.1 Letters and emails received from residents objecting to and supporting the scheme have been used in the preparation of this report.

### **14.0 RECOMMENDATIONS**

- 14.1 Panel is requested to note the objections received and the officers' responses and recommend to the Overview & Scrutiny Committee that the "Local Safety" scheme (as shown on drawing number Beng/54/09a) be approved for implementation in Higher Bebington Road and Pulford Road, Bebington.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

	<b>OBJECTION</b>	<b>RESPONSE</b>
(i)	Speed humps cause unnecessary wear and tear to vehicles.	The traffic calming features are designed within current guidelines set by the Department for Transport. There is no evidence to suggest that these features cause damage to vehicles.
(ii)	Similar traffic calming schemes were implemented in Cross Lane, Stanton Road and Brackenwood Estate none of which are considered to be accident "black spots".	Road humps were constructed within these roads as part of previous Transport Capital Programmes in order to reduce the numbers of recorded personal injury accidents.
(iii)	Speed humps will not influence the speed of commercial vehicles.	There is no evidence to suggest that speed humps do not have a direct influence on commercial vehicles.
(iv)	The current levels of traffic and on-street parking already have a "calming effect" on traffic speeds.	During the current three-year study period there have been three recorded personal injury accidents within the route of Higher Bebington Road and Pulford Road. Analysis of these accidents has revealed that all three accidents could have been prevented had traffic calming measures been present. Traffic surveys along this route have shown that the 85 <sup>th</sup> percentile of traffic is 38 miles per hour. During the survey speeds of up to 70 miles per hour were recorded.
(v)	Traffic flows are likely to increase in Teehey Lane and Heath Road.	Traffic flows in Teehey Lane and Heath Road may increase as result of the traffic calming scheme. However, Teehey Lane and Heath Road are designated roads are designed to accommodate greater traffic flows. Motorists currently use Higher Bebington Road and Pulford Road as a short cut between Teehey Lane and Heath Road.
(vi)	Vehicle Activated Signs should be erected.	A vehicle activated sign is proposed as part of this "Local Safety" Scheme. The sign will be situated adjacent to the playground area in Higher Bebington Road.
(vii)	Speed cameras should be erected.	Higher Bebington Road and Pulford Road do not meet the current criteria set by Merseyside Camera Partnership for the erection of speed cameras.
(viii)	Merseyside Police have shown no interest in traffic speeds in the area.	Merseyside Police have been consulted regarding the proposals and have provided their full support in respect of the traffic calming scheme.
(ix)	The scheme would be more credible if Wirral Council had produced a Policy whereby speed controls were imposed in and around all schools in Wirral.	Whilst the proposed scheme will improve road safety outside Brackenwood Infants School and Bebington High Sports College, the scheme is designed to reduce the numbers of personal injury accidents and thus contributing towards Wirral Council's key priority to improve road safety in the Borough.
(x)	Less intrusive types of traffic calming measures should be considered.	The proposed "Local Safety" scheme will include the construction of flat topped speed cushions. On either approach to the speed cushions it is proposed to implement softer non-physical measures, which will include laying transverse count down bars in red coloured surface treatment. A vehicle activated sign will be erected adjacent to the playground area in Higher Bebington Road.