

REPORT: Environment & Urban Renewal
Policy & Performance Board

DATE: 5th January 2011

REPORTING OFFICER: Strategic Director, Environment & Economy

SUBJECT: Petition Requesting Traffic Calming in Castle Rise, Runcorn

WARDS: Halton Brook

1.0 PURPOSE OF REPORT

1.1 To report on a petition that has been received, requesting that traffic calming measures be installed on Castle Rise, Runcorn.

2.0 RECOMMENDATION: That

(1) The petition be noted and the lead petitioner be informed that the request for traffic calming measures on Castle Rise be declined as this would be contrary to Council policy relating to such work.

3.0 SUPPORTING INFORMATION

- 3.1 A petition from 99 people has been received via Pastor Frank Wilding of Brook Chapel, Boston Avenue, requesting traffic calming measures ("speed bumps") be installed in Castle Rise, Runcorn. Of the 99 signatories, 55 are Castle Rise residents. A copy of the petition and the covering letter is attached as Appendix "A". A plan showing the location of Castle Rise, which is a cul-de-sac, is attached in Appendix B.
- 3.2 An examination of the Cheshire Police traffic accident records showed that during the period 2005 to 2009 inclusive; only one incident took place that involved personal injury. This occurred in 2009 when a child cycling on the wrong side of the road collided with a car turning into the road near the central playground area and received slight injuries. Since that time, waiting restrictions have been implemented adjacent to the playground gates, to improve the inter-visibility between highway users.
- 3.3 At the meeting of the Executive Board on 22nd June 2000, it was resolved that the Council would cease installing traffic calming in cul-de-sacs.
- 3.4 Given the Council's policy and the lack of any significant casualty history, it is recommended that the request be refused.
- 3.5 The covering letter also requested the erection of signs to indicate that Castle Rise is not a through route. Such signage is already in place, in accordance with Traffic Signs Regulations & General Directions 2002; therefore it is recommended that the lead petitioner be informed that the sign is already in place.

4.0 FINANCIAL & OTHER IMPLICATIONS

4.1 There are no direct policy, social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

5.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

5.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

6.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority.

6.4 A Safer Halton

There is no established road traffic accident history on Castle Rise that would justify the installation of traffic calming.

6.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

7.0 RISK ANALYSIS

7.1 As traffic calming measures are recognised as a casualty reduction measure by the Department for Transport, there is a variable and uncertain road safety risk associated with refusing to install such measures. However, refusal is recommended in this instance because of Council policy relating to traffic calming in cul-de-sacs and also because there is no established road traffic accident history on Castle Rise.

8.0 EQUALITY & DIVERSITY ISSUES.

8.1 There are no direct equality and diversity issues associated with this report.

9.0 BACKGROUND PAPERS

9.1 There are no background papers under section 100D of the Local Government Act 1972