

Report to: EXECUTIVE MEMBER ENVIRONMENTAL SERVICES

Item:

Date: 15<sup>th</sup> MARCH 2006

Report of: DIRECTOR OF ENVIRONMENTAL SERVICES

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Report No.

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EMES/27 /06

**TITLE OF REPORT:**

**CAMPBELL STREET/CAWDOR STREET, FARNWORTH – PROPOSED ROAD SAFETY IMPROVEMENTS (NEIGHBOURHOOD ROAD SAFETY INITIATIVE) - OBJECTIONS**

**NON-CONFIDENTIAL**

This report does **not** contain information which warrants its consideration in the absence of the Press or Members of the public

**RECOMMENDATIONS:**

The Executive Member Environmental Services is requested to recommend that, notwithstanding the objections raised, the proposed refuge island and kerb realignment on Campbell Street be approved but the proposed guard rail at the Cawdor Avenue/Grant Street junction not be introduced at the current time, in view of the objections raised.

**DECISION:**

Signed:

Leader/Executive Member

Monitoring Officer

Date:

An Equality Impact Assessment has been carried out in relation to this proposal and it has been concluded that there is no adverse differential impact on any particular social group.



## **BACKGROUND INFORMATION**

- 1 Concerns about traffic speeds and road safety in general in the Campbell Street area has been raised by local residents groups. A scheme has been developed under the Neighbourhood Road Safety Initiative (NRSI) with input from local groups over the last 2 years.
- 2 The scheme is made up of three elements, a refuge island and kerb re-alignment near to the shops on Campbell Street, a one way system on Cawdor Street, including waiting restrictions to protect the side road junctions on Campbell Street and pedestrian guardrail on Cawdor Avenue. See Drawing No 279016/9 for details of the refuge island together with the playground safety measures.
- 3 The proposals to introduce these Road Safety measures on Campbell Street, Cawdor Street and Cawdor Avenue, were approved by the Executive Member Environment and Housing Strategy in March 2005, subject to the normal consultation process.
- 4 Following the consultation, in June 2005, a number of objections were received regarding the introduction of the one way system on Cawdor Street and its associated waiting restrictions in particular. This element of the proposals needs further investigation and does not therefore form part of this objection report.

- 5 Summary of the consultation results are as follows:

Number of letters sent out	492
Number of letters returned	130

Total Number of objections received:

35 objected to the proposed One Way system and associated waiting restrictions.

20 objected to the proposed pedestrian refuge and kerb re-alignment on Campbell Street.

20 objected to the proposed playground safety measures on Cawdor Avenue.

- 6 It should be noted that there are residents who have objected to the proposals but have not given a reason for doing so. Those who have not given reasons for their objection have been included in the statistical summary but have not been included as a formal objector as it is not clear why they have objected.

## **Proposed refuge island and kerb re-alignment on Campbell Street**

### **BRIEF DESCRIPTION**

- 7 The refuge island and kerb re-alignment are shown on plan No 279016/9. The refuge island is there to improve the safety of pedestrians who wish to cross to/from the local shops and bus stops. The kerb re-alignment on the junction of Clifton Street and Campbell Street is designed to give motorists exiting from the shops' access road guidance on where to position themselves so as to improve visibility.

## **OBJECTIONS**

- 8      Objections to the proposals to introduce the refuge island and kerb re-alignment have been received from:-
- 1. Simon Worthington 17 Harper Street
  - 2. Janine Smethurst Campbell House, Campbell Street
- 9      The resident of 17 Harper Street and an employee from Campbell House, Campbell Street object to the refuge island on the grounds that they feel that the proposal is inadequate and that a full pedestrian crossing facility is required.

## **OBSERVATIONS**

- 10     With regards to the above objections to the refuge island and kerb re-alignment on Campbell Street, the existing layout of the central island near to the shops is limited in length and will not permit both the existing bus stops and the requested zebra/pelican/puffin crossing to be installed. Observations have been undertaken to identify the number of pedestrians (P) crossing and the number of vehicles (V) passing. Based on these observations it has been calculated that there are insufficient numbers to justify installing a formal crossing at this location.
- 11     To clarify a summary of the results of the consultation was that 492 letters were sent, 130 (26%) were returned of which 95 (73%) were in favour, 20 (15%) were against and 10 (12%) had no opinion or no reply to the proposal to introduce refuge island and re-align the kerb.

## **TRAFFIC REGULATION ORDERS – PROPOSALS**

- 12     It is proposed to introduce No Waiting at Any Time on the junctions of Lavender Road/Doe Hey Road and Campbell Street/Clifton Street to protect both junctions from parked vehicles and improve safety for vehicles both exiting and entering the side roads. (See plan No 279016/9).
- 13     The restrictions are considered to be an integral part of the proposals as they are designed to regulate parking to protect sight lines but the concerns about loss of parking space expressed by locals are understandable. It is therefore recommended that the extent of the proposed restrictions be reduced with revised proposals being submitted to the Planning and Highways Committee for consideration in the normal manner.

## **Proposed pedestrian guardrail and warning signs on Cawdor Avenue and Cawdor Street**

### **BRIEF DESCRIPTION**

- 14     It is proposed to install pedestrian guardrail at the junction of Campbell Street and Grant Street and 'Playground' warning signs on both approaches (see plan 279016/9). The purpose of these measures is to prevent people, especially children, from crossing directly over Cawdor Avenue from Grant Street and to encourage them to take up a better position from which they will have improved visibility. The purpose

of the signs is to warn motorists that children may be crossing to the playground and to encourage them to drive in a more appropriate manner.

## **OBJECTIONS**

- 15     Objections to the proposals to introduce the pedestrian guardrail and have been raised by:
- 3.     Miss Jessica Bennett, 167 Cawdor Street
  - 4.     E. Longstaff 142 Campbell Street
  - 5.     Jennifer Holden, 163 Cawdor Street
  - 6.     A.L. Stott and A. Broome, 25 Clifton Street
  - 7.     Maureen Flanagan, 4 Cawdor Avenue
- 16     The residents of 25 Clifton Street, 167 Cawdor Street and 142 Campbell Street object to the location of the pedestrian guardrail on the grounds that it will attract youngsters who will then congregate near to their homes possibly causing a nuisance.
- 17     The resident of 163 Cawdor Street objects on the grounds that the guardrail will not serve any purpose because nobody crosses in that location.
- 18     The resident of 4 Cawdor Avenue objects to the guardrail on Cawdor Avenue, but does not give a reason for the objection. It can only be assumed the objection is based on the close proximity to the property and the objection being on the grounds of children congregating or the loss of parking.

## **OBSERVATIONS**

- 19     The proposal to introduce guard rails at this location was promoted at the request of local residents who were concerned about the safety of children who use the playground. There is no evidence to suggest that the introduction of pedestrian guardrail on Cawdor Avenue will result in children congregating on that corner, but it is possible that they may do so. It is also not known how many children cross at this point as the number will be dependant on weather conditions, school holidays etc. It is, however, recognised that the majority of the children who approach the playground are unlikely to do so via Grant Street. It is therefore difficult to justify including the installation of guardrail at the junction of Cawdor Avenue and Grant Street in this scheme, in view of the objections raised. The promotion of waiting restrictions will, however, help to keep the area free of parked cars, thereby allowing children to both see and be seen when crossing Cawdor Avenue. It is therefore recommended that the pedestrian guard rail not be introduced at this time but that the Planning and Highways Committee be requested to promote the restrictions in the normal way.
- 20     To clarify a summary of the results of the consultation was that 492 letters were sent, 128 (26%) were returned of which 97 (75%) were in favour, 20 (15%) were against and 8 (10%) had no opinion or no reply to the introduction of the playground safety measures.

## **CONSULTATION**

- 21 Ward members have been consulted on this report and no adverse comments were received.

## **FINANCIAL IMPLICATIONS**

- 22 The proposal will be funded from the Neighbourhood Road Safety Initiative (NRSI) at an estimated cost of £15,000.

## **IMPLEMENTATION**

- 23 If confirmed the Road Safety Measures will be introduced once the necessary approvals have been received.

## **RECOMMENDATION**

- 24 The Executive Member Environmental Services is requested to recommend that, notwithstanding the objections raised, the proposed refuge island and kerb re-alignment on Campbell Street be approved, but the proposed guard rail at the Cawdor Avenue/Grant Street junction not be introduced at the current time, in view of the objections raised.

ES/HM/TB/JF/SH/279016/obj  
December 2005