

K**K****WOOD LANE, TIMPERLEY
PROPOSED TRAFFIC CALMING SCHEME****PURPOSE**

To advise Members of a proposed traffic calming scheme for Wood Lane, Timperley.

RECOMMENDATIONS

1. That the scheme shown on drawing C8296/1 and C8296/2 be approved in principle, subject to a consultation exercise being carried out.
2. That residents and businesses within the area shown on drawing C8296/3 be consulted.
3. That the Chief Executive be authorised to advertise the intention to construct road humps/speed cushions as detailed in Appendix 1.
4. That the results of the consultation be reported to a future meeting.

ANGUS McINTYRE
Director of Engineering and Planning

Further Information From:

Assistant Director (Consultancy) - requested to

proceed asap 1.10.98

E/C/DG/BLD

1.0 MONITORING INFORMATION AND RESOURCE IMPLICATIONS

1.1 OBJECTIVES

To implement traffic calming measures that will reduce the injury accident record on Wood Lane, Timperley.

1.2 FINANCIAL IMPLICATIONS

Funds are available within the Capital Programme - Local Road Safety Schemes (1998/99).

1.3 HUMAN RESOURCE IMPLICATIONS

There are no human resource implications in this report.

1.4 LAND AND PROPERTY IMPLICATIONS

There are no land and property implications in this report

1.5 GEOGRAPHIC

Ward: Village

1.6 LOCAL AGENDA 21, SUSTAINABLE COMMUNITIES

This scheme has been designed to take account of and encourage alternative forms of transport other than the private car. This accords with Government thinking on sustainable development and will lead to reduced car use. The scheme will reduce the number of accidents resulting in savings in both human and financial terms.

1.7 POLICY AREAS

Community Safety
Transport Policies and Programme Policies LS1, LS2, LS3 and T4.

1.8 BEST VALUE

The proposed scheme is considered to be the most practical, suitable and financially justified solution to reduce the injury accident record on Wood Lane.

1.9 OUTPUTS

The scheme is expected to reduce the injury accident record on Wood Lane, Timperley and achieve a 200% first year rate of return, in respect of accident savings when compared to the overall cost of the scheme.

2.0 **BACKGROUND**

- 2.1 Wood Lane, Timperley was identified in the annual traffic assessment report in November 1996, for a traffic calming scheme. A financial bid for a scheme was included in the July 1997, Transport Policies and Programme (TPP). At its meeting on 2 February 1998 the Policy and Resources Committee approved this Scheme for inclusion in the Capital Programme 1998/99.
- 2.2 The request for traffic calming on Wood Lane achieved a "Category A" rating (scoring 70 points or more), and it was resolved that a provisional traffic calming scheme be prepared having regard to the "First Year Rate of Return" requirements.
- 2.3 Wood Lane forms part of the unclassified road network and although regarded as a residential road it is used as a local distributor road. The road forms part of a bus route between Thorley Lane and Green Lane. The properties fronting the road are, in the main, residential dwellings, but do include a few shops situated close to the junction with Green Lane. (refer to drawing C8296/2).
- 2.4 Analysis of the injury accident record for the study period reveal that a total of 4 have been recorded on this road. (The accidents occurred at various locations along the section of road in question).
- 2.5 The results of a pedestrian/vehicle conflict survey (Tuesday, 7 July 1998) on Wood Lane in the vicinity of the shops at the Green Lane junction reveals very low results of 0.18 and 0.23 (Normally a value of greater than 1.0 is required to justify the provision of a pedestrian crossing).

3.0 **CURRENT POSITION**

- 3.1 Members will be aware that at the Highways Management and Road Safety Sub-Committee on 13 July 1998 it was agreed that a weight restriction should be introduced on Wood Lane as soon as funding becomes available.
- 3.2 The subject of this report forms the first phase of the proposed introduction of a traffic calming scheme on Wood Lane, Timperley.

4.0 **THE KEY ISSUES**

- 4.1 The introduction of a proposed traffic calming scheme will reduce vehicle speeds and provide a safer highway environment and is expected to reduce the injury accident record.
- 4.2 **Chief Constable's View:** The Chief Constable has been consulted and supports the proposals.
- 4.3 **Chief Fire Officer's View:** The Chief Fire Officer considers Wood Lane to be a strategic route and objects to the proposals.
- 4.4 **P.T.E. View:** The P.T.E. confirmed that there are large numbers of buses (approx. 10) which use the eastern end of Wood Lane to access Green Lane High School.

5.0 OPTIONS

- 5.1 There are a number of options to calm traffic on Wood Lane, Timperley, however, it is adjudged that the scheme shown on drawings C8296/1 and C8296/2 is the most suitable solution to reduce vehicle speeds and injury accidents.
- 5.2 Consideration has been given to many points when designing this scheme including the current usage of the road (especially buses), the immediate environment, the results of traffic surveys, the injury accident record and the financial justification.
- 5.3 Another major consideration is the requirement to achieve a 200% first year rate of return, in respect of accident savings from the scheme.

6.0 CONCLUSIONS

- 6.1 It is considered that the scheme shown on drawings C8296/1 and C8296/2 is the most suitable solution to reduce the injury accident record and vehicle speeds on Wood Lane, Timperley, having regard to all of the above points.

WOOD LANE, TIMPERLEY

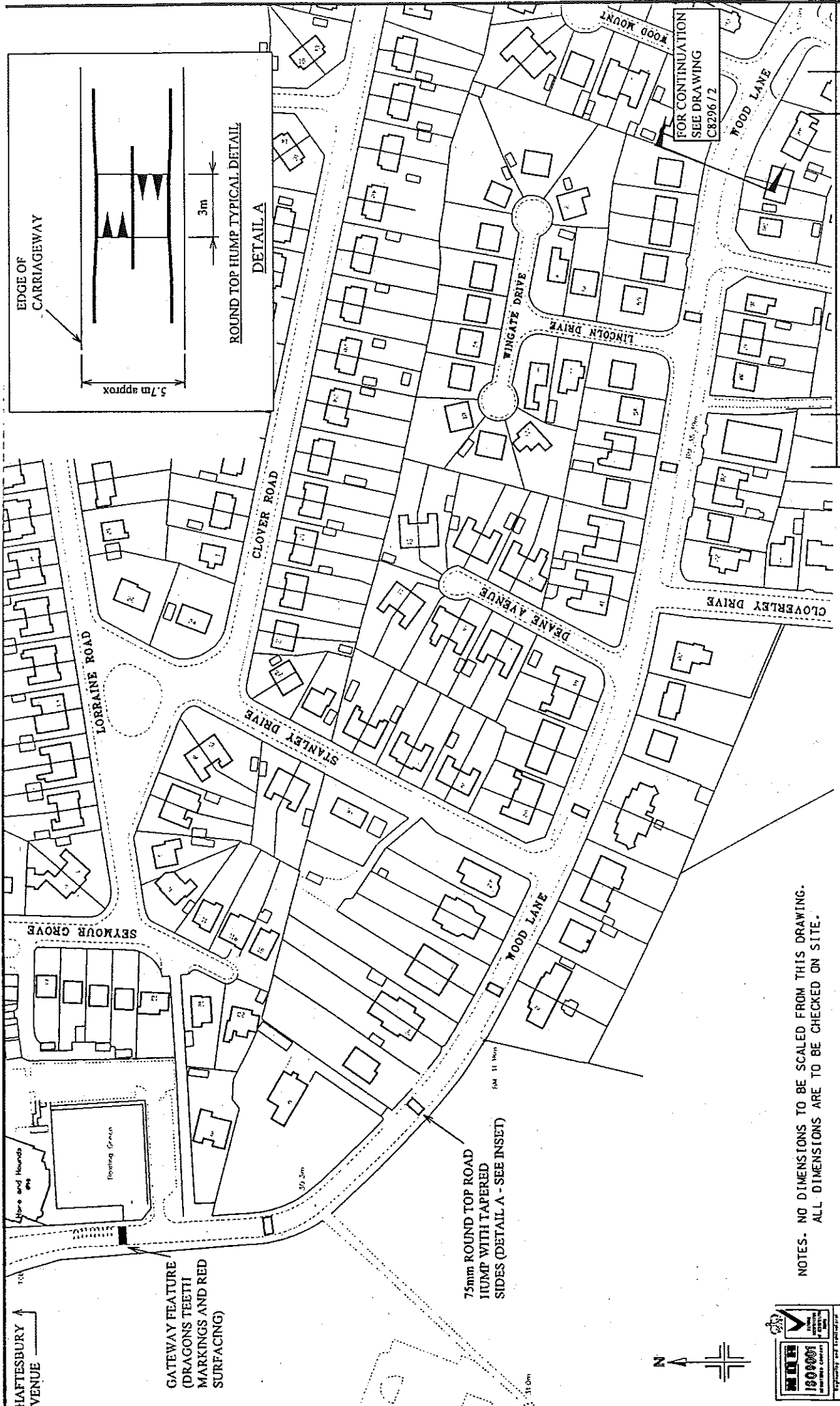
SCHEDULE OF ROAD HUMPS

75mm Round Top Road Humps

1. Approximately 120 metres south of Shaftesbury Avenue
2. Approximately 95 metres west of Stanley Drive
(outside No.13 Wood Lane)
3. Approximately 45 metres west of Stanley Drive
(outside Nos. 2, 21 Wood Lane)
4. Approximately 25 metres east of Stanley Drive
(outside Nos. 12, 31 Wood Lane)
5. Approximately 45 metres east of Cloverley Drive
(outside Nos. 28, 51 Wood Lane)
6. Approximately 10 metres east of Lincoln Drive
(outside Nos. 34, 59 Wood Lane)
7. Approximately 15 metres west of Wood Mount
(outside nos. 44, 71 Wood Lane)
8. Approximately 30 metres east of Laurel Drive
(outside No. 64 Wood Lane)
9. Approximately 20 metres east of Green Lane
(outside No.74 Wood Lane)

Speed Cushions

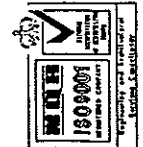
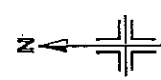
1. Approximately 30 metres east of Green Lane North
(outside Nos. 78, 97, 99 Wood Lane)
2. Approximately 105 metres west of Highfield Road
(outside No.113 Wood Lane)
3. Approximately 50 metres west of Highfield Road
(outside No. 119 Wood Lane)



SHAFTESBURY AVENUE

GATEWAY FEATURE (DRAGONS TEETH MARKINGS AND RED SURFACING)

75mm ROUND TOP ROAD HUMPH WITH TAPERED SIDES (DETAIL A - SEE INSET)



NOTES. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE.

FOR CONTINUATION SEE DRAWING C8296 / 2

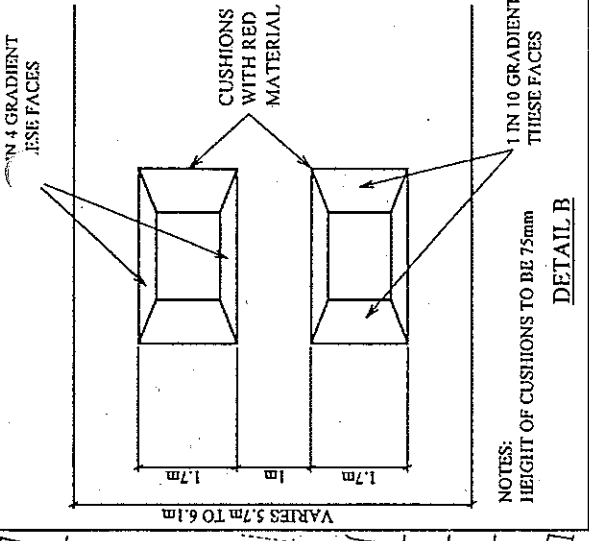
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 Engineering & Architectural Services Consultancy

PROJECT & TITLE
 WOOD LANE, TIMPERLEY
 PROPOSED TRAFFIC CALMING SCHEME



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VARIES 5.7m TO 6.1m

1 IN 10 GRADIENT THESE FACES

CUSHIONS WITH RED MATERIAL

NOTES: HEIGHT OF CUSHIONS TO BE 75mm

DETAIL B

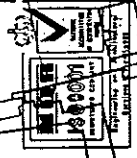
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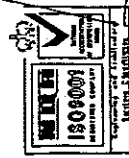
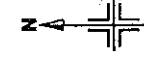
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FOR CONTINUATION
SEE DRAWING
C8296 / 1





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PROJECT & TITLE

WOOD LANE, TIMPERLEY
 PROPOSED TRAFFIC CALMING SCHEME
 CONSULTATION AREA

TRAFFORD

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