



## Highways and Traffic Representation Panel

<b>Date:</b>	<b>Thursday, 13 June 2013</b>
<b>Time:</b>	<b>10.30 am</b>
<b>Venue:</b>	<b>Committee Room 4 - Wallasey Town Hall</b>

**Contact Officer:** Lyndzay Roberts  
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### AGENDA

1. **APPOINTMENT OF CHAIR**
2. **MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**  

Members of the Committee are asked to declare any disclosable pecuniary and non pecuniary interests, in connection with any items on the agenda and state the nature of the interest.
3. **OBJECTIONS: REVOCATION OF TRAFFIC REGULATION ORDER ON MANOR ROAD CAR PARK, WALLASEY (Pages 1 - 10)**
4. **OBJECTIONS: WALKING STRATEGY, SCHOOL TRAVEL IMPROVEMENTS SCHEME - TOUCAN CROSSING, BRIDGE ROAD/ORRYSDALE ROAD, WEST KIRKBY (Pages 11 - 20)**
5. **OBJECTIONS: LOCAL SAFETY SCHEME: PROPOSED KERBLINE BUILDOUT AND EXISTING PEDESTRIAN REFUGE UPGRADE, TORRINGTON ROAD/MARLOWE ROAD, WALLASEY (Pages 21 - 36)**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13 JUNE 2013

<b>SUBJECT:</b>	<b>OBJECTIONS: REVOCATION OF TRAFFIC REGULATION ORDER ON MANOR ROAD CAR PARK, WALLASEY</b>
<b>WARD/S AFFECTED:</b>	<b>LISCARD</b>
<b>REPORT OF:</b>	<b>HEAD OF ENVIRONMENT AND REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to consider an objection to the revocation of a Traffic Regulation Order on an existing car park at Manor Road, Wallasey. The car park has been declared surplus to the Council's land and property assets and a decision has been taken to dispose of it.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 A review has recently been undertaken in respect of the Council's vacant land and buildings to determine whether such assets are required by the Council or whether they are surplus to requirements. As part of this process the Head of Environment and Regulation has been asked to identify car parks which he feels are surplus. It has been established that Manor Road Car Park is no longer required for Council purposes and is considered appropriate for sale.
- 2.2 The Manor Road Car Park (see Drawing No DR&E/3/13) comprises a 'free' car park, which is laid out for 12 spaces, extending to approximately 334 sqm. Advertising hoardings on the car park currently generate an income of £1,920 per annum.
- 2.3 The existing car park is currently subject to a Traffic Regulation Order called Off Street Parking Places Consolidation Order 2003. Any changes to the use of the car park would involve revoking the existing order. The procedure to revoke the Traffic Regulation Order consisted of Officers arranging for statutory notices to be put on the site and for an advert to be placed in the Wirral Globe to inform users of the potential loss of the parking facilities. This process resulted in one objection being received for the Manor Road car park site which is covered in 2.4 below.
- 2.4 Manor Road Car Park Objection – The objection to the disposal of this car park was received from a local resident who uses this car park as it is the nearest available parking to her home. The resident is a Blue Badge holder and outside of her property on Manor Road there are double yellow lines. The resident suggests that the car park should be made residents' only parking and that she would be prepared to pay for a permit. She also states that there is not enough disabled parking in the first place across the Borough.

2.4.1 **Due to budget constraints it would not be financially viable to invest in making Manor Road car park pay and display or resident's only parking. There is already sufficient capacity in the nearby car park accessed from Liscard Village. Blue badge holders can park for up to 3 hours on double yellow lines and free of charge for an unlimited amount of time in all Council pay and display car parks. The Council are consulting with the objector on implementing additional spaces for blue badge holders within the Liscard Village car park if this would assist the resident in parking.**

### **3.0 RELEVANT RISKS**

- 3.1 There is a risk that the property will not sell at auction; however, the Council will only be charged a fee if a sale is successful.
- 3.2 The sale will remove the risk of liability for any future repair and maintenance of the site.

### **4.0 OTHER OPTIONS CONSIDERED**

- 4.1 The Council has taken a decision to dispose of the car park and offer it for sale.
- 4.2 If the car park does not sell at auction then it will be retained as a Council asset.

### **5.0 CONSULTATION**

- 5.1 Ward Members have been asked for their views on the revocation of the traffic order that is required for the disposal of the car park.
- 5.2 As part of the procedure to revoke the Traffic Order in place, Officers arranged for statutory notices to be put on the site and for an advert to be placed in the Wirral Globe to inform users of the potential loss of the parking facilities.

### **6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

- 6.1 There are no specific implications under this heading arising from this report.

### **7.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

- 7.1 Should the land sell at auction, it will generate a receipt and the purchaser will pay to the Council 2% of the gavel fee, with a minimum of £1,000, towards the Council's fees. If the land does not sell, no costs will be charged to the Council.
- 7.2 The sale will also result in a loss of revenue income, currently agreed at £1,920 per annum for the advertising display located on the Manor Road car park site.
- 7.3 The sale of the car park site will generate a Capital receipt for the Council.
- 7.4 Existing staff resources will be utilised in the progression of this proposal.

### **8.0 LEGAL IMPLICATIONS**

- 8.1 As part of the process a legal procedure was followed to inform of the planned disposal.
- 8.2 The Traffic Regulation Order in place is required to be revoked so that the sale can proceed. In order to revoke the Order a statutory process has been followed to advertise this.

## 9.0 EQUALITIES IMPLICATIONS

- 9.1 The disposal of the Manor Road site will result in the loss of one parking space currently marked for disabled use.
- 9.2 Blue badge holders can park for up to 3 hours on single & double yellow lines and free of charge for an unlimited amount of time in all Council pay and display car parks. The Council are prepared to introduce a number of additional spaces for blue badge holders within the adjacent Liscard Village car park, if required.

## 10.0 CARBON REDUCTION IMPLICATIONS

- 10.1 There are no carbon reduction implications arising directly from this report.

## 11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 11.1 The disposal of the car park has been assessed in terms of highways and traffic and the proposal does not present any road safety issues.

## 12.0 RECOMMENDATION/S

- 12.1 The report recommends that the Panel note the objection and that the proposal be recommended to the Regeneration and Environment Policy and Performance Committee for authority to revoke the Traffic Regulation Order so that the site can be disposed.

## 13.0 REASON/S FOR RECOMMENDATION/S

- 13.1 To allow an existing Traffic Regulation Order to be revoked which will allow the site to be disposed. The site has been identified as surplus within the Council's land and property assets.

**REPORT AUTHOR:** **Steve Atkins**  
Parking Manager  
telephone: (0151 606 2270)  
email: [steveatkins@wirral.go.uk](mailto:steveatkins@wirral.go.uk)

## APPENDICES

Location plan for Manor Road Car Park.

## REFERENCE MATERIAL

Comments from the objector have been used in the preparation of this report.

## SUBJECT HISTORY (last 3 years)

Council Meeting	Date

## Equality Impact Assessment Toolkit (from May 2012)

### Section 1: Your details

**EIA lead Officer:** Mike Peet

**Email address:** michaelpeet@wirral.gov.uk

**Head of Section:** Mark Smith

**Chief Officer:** Kevin Adderley

**Department:** Regeneration and Environment Directorate

**Date:** 30 May 2013

### Section 2: What Council proposal is being assessed?

To revoke an existing Traffic Regulation Order on a car park, which will allow the site to be disposed.

**Section 2b:** Will this EIA be submitted to a Cabinet or Overview & Scrutiny Committee?

Yes

If 'yes' please state which meeting and what date

Yes. 10<sup>th</sup> July 2013 – Regeneration and Environment Policy and performance Committee.  
.....

Please add hyperlink to where your EIA is/will be published on the Council's website

**Section 3: Does the proposal have the potential to affect.....** (please tick relevant boxes)

- Services**
- The workforce**
- Communities**
- Other** (please state eg: Partners, Private Sector, Voluntary & Community Sector)

If you have ticked one or more of above, please go to section 4.

**None** (please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)

**Section 4: Does the proposal have the potential to maintain or enhance the way the Council .....** (please tick relevant boxes)

- Eliminates unlawful discrimination, harassment and victimisation
- Advances equality of opportunity
- Fosters good relations between groups of people

If you have ticked one or more of above, please go to section 5.

**No** (please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)

**Section 5:**

**Could the proposal have a positive or negative impact on any of the protected groups (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation, marriage and civil partnership)?**

**You may also want to consider socio-economic status of individuals.**

**Please list in the table below and include actions required to mitigate any potential negative impact.**

<b>Which group(s) of people could be affected</b>	<b>Potential positive or negative impact</b>	<b>Action required to mitigate any potential negative impact</b>	<b>Lead person</b>	<b>Timescale</b>	<b>Resource implications</b>
Disability – (disabled people)	Neutral – Whilst the disposal of the car park identified in the report will result in one disabled parking space being removed, additional disabled parking spaces can be provided at an adjacent car park.	Creation of additional priority parking spaces for ‘Blue Badge’ holders.	Steve Atkins	Dependent upon panel decision and disposal of land	Contained within existing Revenue Budget



**Section 5a:       Where and how will the above actions be monitored?**

The Council could introduce additional priority disabled parking spaces within an adjacent car park. Discussions with WIRED over the number of such priority parking spaces is already undertaken for parking.

**Section 5b:       If you think there is no negative impact, what is your reasoning behind this?**

The proposal will assist the Council to control and manage its parking assets on street and in Council operated car parks for all road users.

**Section 6: What research / data / information have you used in support of this process?**

Car parking data has been used to identify the site for disposal.

**Section 7:       Are you intending to carry out any consultation with regard to this Council proposal?**

Yes

If 'yes' please continue to section 8.

If 'no' please state your reason(s) why:

(please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)

### **Section 8: How will consultation take place and by when?**

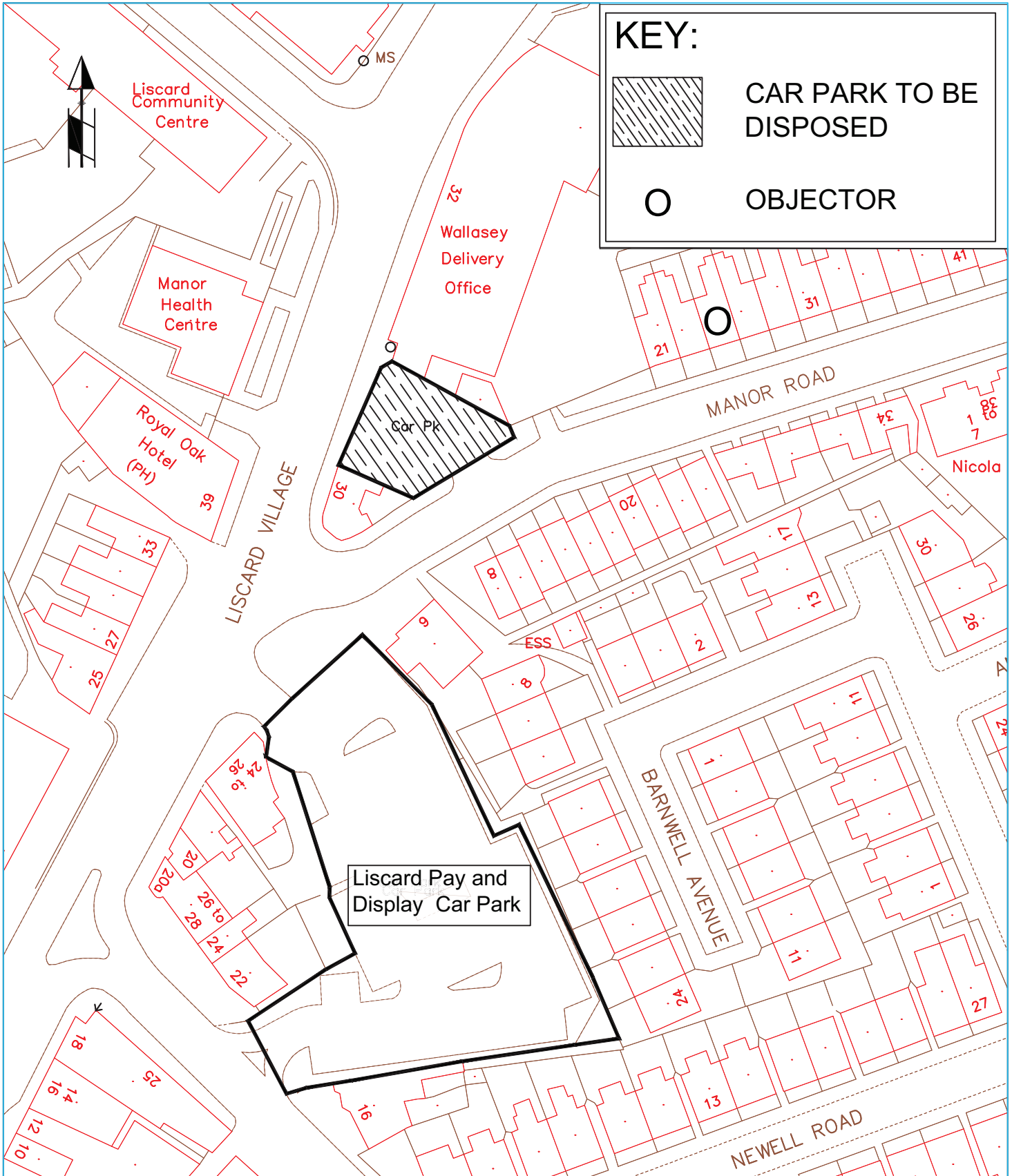
Statutory notices were put on the site and an advert placed in the Wirral Globe to inform users of the potential loss of the parking facilities.

Before you complete your consultation, please email your preliminary EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer in order for the Council to ensure it is meeting it's legal requirements. The EIA will be published with a note saying we are awaiting outcomes from a consultation exercise.

Once you have completed your consultation, please review your actions in section 5. Then email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for re-publishing.

### **Section 9: Have you remembered to:**

- a) **Add appropriate departmental hyperlink to where your EIA is/will be published (section 2b)**
- b) **Include any potential positive impacts as well as negative impacts? (section 5)**
- c) **Send this EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer?**
- d) **Review section 5 once consultation has taken place and sent your completed EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer for re-publishing?**



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Disposal of Car Park Asset  
 Liscard Village  
 Manor Road  
 Liscard

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13 JUNE 2013

<b>SUBJECT:</b>	<b>OBJECTIONS: WALKING STRATEGY / CYCLING STRATEGY / SCHOOL TRAVEL IMPROVEMENTS SCHEME – TOUCAN CROSSING - BRIDGE ROAD / ORRYSDALE ROAD, WEST KIRBY</b>
<b>WARD/S AFFECTED:</b>	<b>WEST KIRBY AND THURSTASTON WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received as a result of proposals to introduce a Toucan crossing on Bridge Road, near to the junction of Orrysdale Road, West Kirby.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 15<sup>th</sup> March 2012 Cabinet considered and approved that year's Local Transport Capital Programme. Identified within the programme was the proposal to introduce a Toucan crossing on Bridge Road, West Kirby, to be part funded from the Local Transport Capital Programme, 'Walking Strategy' - Pedestrian Signals,' Cycling Strategy and 'School Travel Improvements - Safer Routes to School' sub-block allocation(s).
- 2.2 As a result of the spending review undertaken in late 2012, these proposals were one of a number of schemes deferred for further consideration as part of a future programme of Transport Capital Works. Subsequently, on 24<sup>th</sup> January 2013, Cabinet considered and approved the 2013/14 Local Transport Capital Programme. Identified within the programme are proposals for this scheme to be fully funded from the Cycling Strategy sub-block.
- 2.3 Following preliminary scheme design, consultation letters were delivered to residents of properties in the immediate vicinity of the proposed scheme detailing the scheme proposals. Notices were also erected on site and Party Spokespersons and Ward Members were informed.
- 2.4 Following this period of formal public consultation, two objections to the proposals were received, both of which remain unresolved at this present time.

One objector is a resident of no.2 Orrysdale Road, with the second objection being forwarded on behalf of the Merseyside Cycling Campaign (Wirral Group).

- 2.5 The content of the objector's concerns along with a detailed response are as follows:
- 2.6 The resident of no.2 Orrysdale Road is concerned that the proposed zig-zag carriageway markings for the Toucan crossing will result in difficulties for deliveries accessing his driveway of no.2 Orrysdale Road which is located on Bridge Road.

**An officer has met with the resident of no.2 Orrysdale Road to discuss these concerns. As a result, it is proposed that the zig-zag markings on the eastbound exit side of the crossing be reduced to 2 marks and the existing no Waiting At Any Time waiting restrictions are retained. This amendment (plan no. R&E/1/13/MCR-b attached, refers), permissible under the pedestrian crossing regulations, will allow the resident of no.2 to access his property and to load and unload on the highway adjacent to his access in the same manner he is currently able to do so and without detriment to the safety of pedestrians using the proposed crossing facility.**

- 2.7 The resident of no.2 Orrysdale Road believes that the Toucan crossing facility is unnecessary, due to low traffic flows on this section of Bridge Road as no one crosses at this location as the majority of pedestrians cross on the west side of its junction, including teachers crossing school children.

**Surveys undertaken in the vicinity of the proposed Toucan crossing, confirm that many people attempt to cross Bridge Road throughout the day with a particularly high volume of pedestrians (mostly school children travelling to West Kirby School and Nursery) between the hours of 8am - 9am and 3pm - 4pm.**

**The proposed Toucan crossing facility not only provides a much-needed crossing facility for pedestrians and school children in particular, but will also serve the wider community, such as elderly people and persons with disabilities in providing direct links to the new Bridge Court Medical Centre development.**

**The proposed facility also forms a direct link as part of the Wirral Circular Trail and will cater for the more vulnerable cyclists who do not yet have the skills to negotiate difficult junctions and cycle on other less desirable routes.**

**Many comments of support for the scheme have been received outlining the benefit of a Toucan crossing at this location for both cyclists and school children attending West Kirby Primary School and Nursery.**

**The provision of pedestrian crossing facilities, such as Toucan crossings, help to reduce the number of cars taking children to and from school, so**

**there is less congestion and pollution, and less potential for accidents outside school gates. Walking also provides everyday exercise, encouraging children to be more active and healthy.**

- 2.8 The resident of no.2 Orrysdale Road believes that the introduction of traffic signals at the junction of Bridge Road / Orrysdale Road would be more appropriate and would help to eliminate the number of traffic accidents at the junction.

**Consideration has been given to the potential to introduce traffic signal at this location, however in addition to the greatly increased costs associated with such a scheme, physical site and topographical constraints preclude the possibility of providing a safe and appropriate traffic signal junction layout. Vehicles travelling east on Bridge Road would be at greatly increased risk of a rear-end shunt collision with the tail-end of traffic waiting at the traffic signal stop line to the restriction to forward visibility posed by the 'hump' of the bridge over the railway, and greatly increased speeds through the junction would be experienced.**

- 2.9 The objection received from Merseyside Cycling Campaign (Wirral Group) considers that the majority of cyclists travelling past Bridge Road to / from the Newton / Hoylake direction, or the Concourse / Wirral Way direction, will continue to ride on-road and will not use the Wirral Circular Trail and the proposed Orrysdale Road Health Centre toucan, cycle track alongside the Health Centre, or the Bridge Road / Orrysdale Road toucan.

They believe that despite the facilities proposed cyclists will therefore continue on-road and 'give-way' at the junction of Bridge Road / Orrysdale Road, *'notwithstanding the effort this requires and the potential of conflict with vehicles approaching from the railway bridge'*.

On this basis, the Merseyside Cycling Campaign (Wirral Group) suggests a change of priority at the Bridge Road / Orrysdale Road junction as they believe this will facilitate most cyclist movements and buses.

**As outlined in 2.6 above, the proposed facility forms a direct link as part of the Wirral Circular Trail and will cater for the more vulnerable cyclists who do not yet have the skills to negotiate difficult junctions and cycle on other less desirable routes. Whilst it is accepted that some cyclists will still choose to negotiate the Bridge Rd / Orrysdale Rd junction 'on road', the cyclist following the signed 'Wirral Circular Trail' will not.**

**Detailed measurements taken on site confirm that visibility would be severely restricted by land outside of the adopted highway should junction priorities be changed at this location.**

**Vehicles travelling east on Bridge Road would also be at greatly increased risk of a rear-end shunt collision with the tail-end of traffic stopped waiting to give-way due to the restriction to forward visibility posed by the 'hump' of the bridge over the railway.**

**Despite these findings having been previously discussed with them in some detail, the Merseyside Cycling Campaign (Wirral Group) wish to uphold the opinion that a change in junction priority is preferable to the proposed scheme and that a resolution should be sought to any potential obstructions to visibility that may lie outside the bounds of the adopted highway. Officers are however of the opinion that the scheme as advertised provides the safest, most cost effective and appropriate solution and that consideration to a change in priorities at the junction of Bridge Road / Orrysdale Road should not be pursued further on the grounds of road safety and practicality.**

### **3.0 OTHER OPTIONS CONSIDERED**

- 3.1 Consideration has also been given to providing a fully signalised junction arrangement or a 'changed priorities' arrangement at the junction of Bridge Road / Orrysdale Road, however due to physical site and topographical constraints and for reasons of road safety, neither option can be recommended for further consideration.
- 3.2 The proposed scheme provides the Council with the opportunity to address the Council's LTP3 Objectives and the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.

### **4.0 RELEVANT RISKS**

- 4.1 Failure to undertake the proposed scheme would reduce the Council's opportunity to address LTP3 Objectives and the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.

### **5.0 CONSULTATION**

- 5.1 As part of the consultation exercise for this scheme letters were delivered to five local residents informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Local and National Walking Groups, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel. Notices were also posted on site.
- 5.2 Following submission of the objections, further discussions between the objectors and Council Officer's were undertaken to discuss the concerns raised. The points raised by the objectors have been carefully considered and it is concluded by Officers that the benefits that the scheme provides outweigh the objections raised and should not prevent the scheme from proceeding.



## **6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

6.1 There are no specific implications under this heading arising from this report.

## **7.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

7.1 The budget allocation for this scheme is £60,000 and will be financed from the 2013/14 Local Transport Capital Programme - Cycling Strategy block.

7.2 Existing staff resources will be utilised in the progression of this scheme.

## **8.0 LEGAL IMPLICATIONS**

8.1 There are no implications under this heading.

## **9.0 EQUALITIES IMPLICATIONS**

9.1 The proposed Toucan crossing scheme is included within the 2013/14 Transport Capital Programme Cycling Strategy sub-block approved by Cabinet on 24<sup>th</sup> January 2013, for which an Equalities Impact Assessment has already been undertaken.

## **10.0 CARBON REDUCTION IMPLICATIONS**

10.1 The scheme will assist cyclist and pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint - key aims within the Merseyside Local Transport Plan.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

11.1 There are no implications under this heading arising from the recommendation of this report.

## **12.0 RECOMMENDATION**

12.1 The report recommends that the Panel note the objections and that the proposed scheme consisting of a Toucan crossing, as shown on attached drawing numbers 'R&E/1/13/MCR-a' and 'R&E/1/13/MCR-b', be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

## **13.0 REASON/S FOR RECOMMENDATION**

13.1 The provision of a Toucan crossing facility in Bridge Road, will have a positive effect on assisting cyclists, disabled, visually impaired persons, persons with

prams and pushchairs, children, and pedestrians in general to cross this busy road. The whole community benefits since links connect people to their work, to shops and to green spaces.

13.2 The provision of cycling and pedestrian crossing facilities, such as Toucan Crossings, help to reduce the number of cars taking children to and from school, so there is less congestion and pollution, and less potential for accidents outside school gates. Walking also provides everyday exercise, encouraging children to be more active and healthy.

**REPORT AUTHOR:** Mark Redman  
Team Leader (Projects)  
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## **APPENDICES**

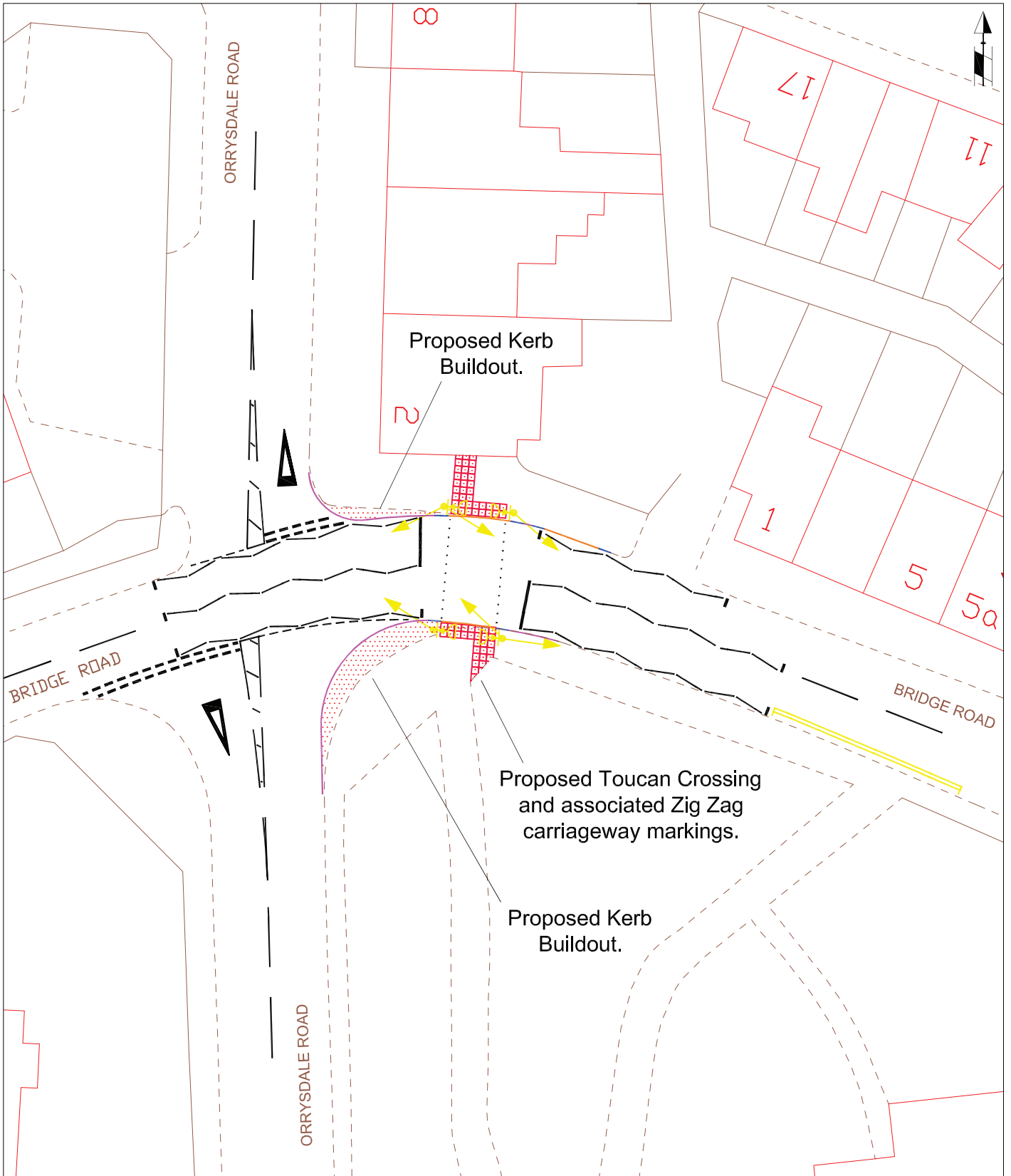
Drawing numbers 'R&E/1/13/MCR-a' and 'R&E/1/13/MCR-b' indicating the proposed layout of the Toucan Crossing.

## **REFERENCE MATERIAL**

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

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
Cabinet - 2013/14 Transport Capital programme	24 <sup>th</sup> January 2012

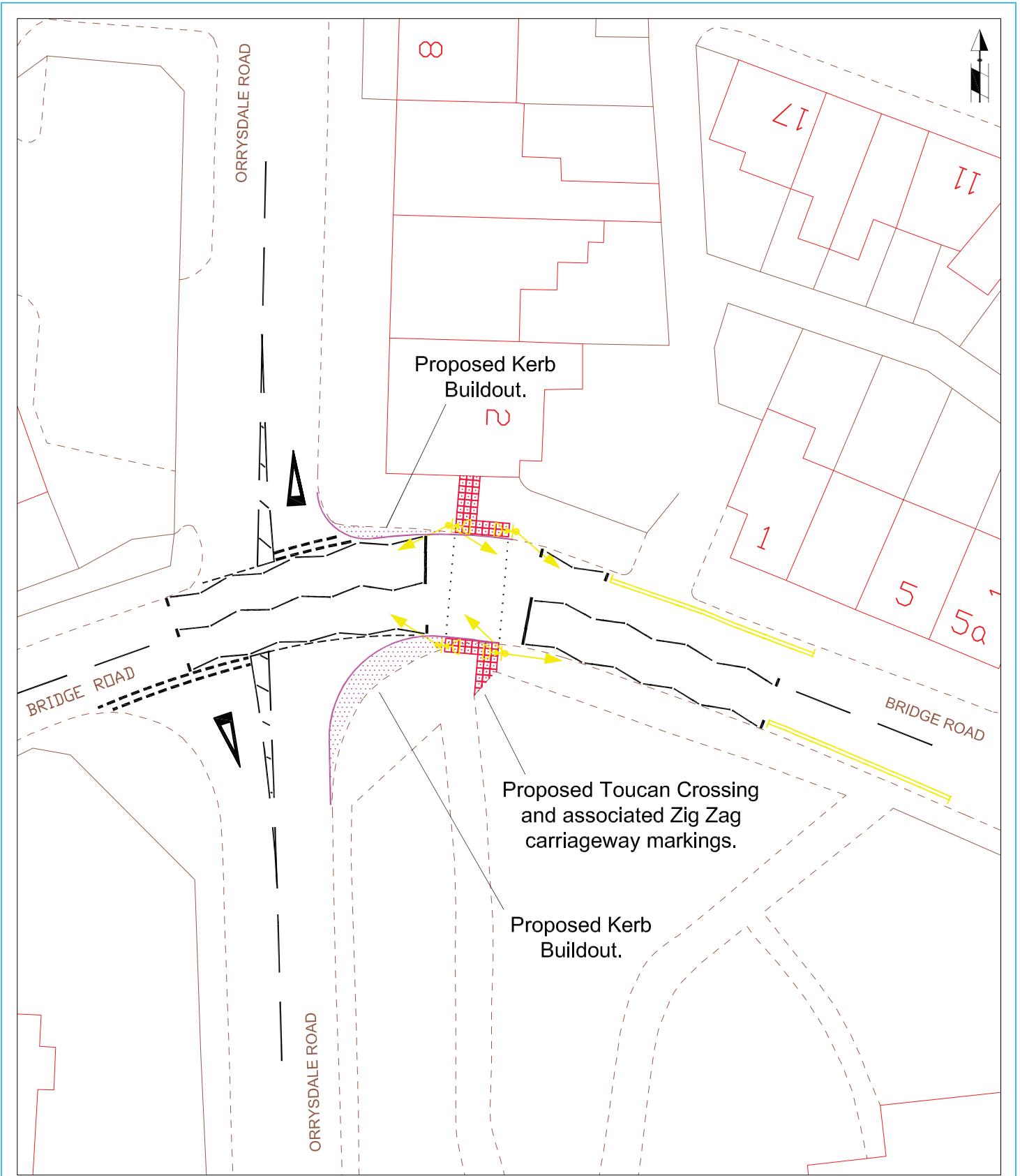


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PUBLIC CONSULTATION PLAN  
 PROPOSED TOUCAN CROSSING  
 BRIDGE ROAD / ORRYSDALE ROAD, WEST KIRBY  
 (WEST KIRBY AND THURSTASTON)

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PROPOSED AMENDMENTS  
 TOUCAN CROSSING  
 BRIDGE ROAD / ORRYSDALE ROAD, WEST KIRBY  
 (WEST KIRBY AND THURSTASTON)

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13<sup>th</sup> JUNE 2013

<b>SUBJECT:</b>	<b>OBJECTIONS: LOCAL SAFETY SCHEME: PROPOSED KERBLINE BUILDOUT AND EXISTING PEDESTRIAN REFUGE UPGRADE, TORRINGTON ROAD / MARLOWE ROAD, WALLASEY</b>
<b>WARD/S AFFECTED:</b>	<b>LISCARD WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

1.1 This report considers an objection submitted against the proposal to introduce a Kerblin 'build-out' and upgrade of the existing pedestrian refuge island on Torrington Road, Liscard near to its junction with Marlowe Road.

#### 2.0 BACKGROUND AND KEY ISSUES

2.1 On 15<sup>th</sup> March 2012 Cabinet considered and approved a scheme funded from the 2012/13 Local Transport Capital Programme ('Improving Road Safety' block allocation) at the junction of Torrington Road/Marlowe Road, Liscard.

2.2 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme detailing the scheme proposals. Party Spokespersons and Ward Members were informed of the proposal.

2.3 During this consultation period one objection was received. The content of the objection from a resident of Marlowe Road adjacent to the proposed scheme, along with detailed responses are as follows:-

2.3.1 "No Public Notices would appear to have been displayed on lamp posts and other convenient posting points giving adequate notification of the proposed changes to residents and other persons frequenting the area."

**Whilst there is no statutory obligation for Councils to undertake formal consultation for this type of scheme, widespread consultation has been undertaken with emergency services, bus operators and freight transport groups, as well as local residents affording them an opportunity to comment on the proposals.**

2.3.2 "I am unaware of any statutory Notice for these proposals being published in the local newspapers including the Wirral News and Wirral Globe."

**As detailed above, Statutory Notices are not required for a scheme of this nature. The Council has consulted local residents via individual letters to nearby properties.**

2.3.3 "Department of Transport publication "Guidance on the Use of Tactile Paving Surfaces" (5 June 2007) states that "*Before installing a flush dropped kerb and tactile surface at an uncontrolled crossing point ...it is important to consider whether the particular site is the most suitable for vulnerable road users*". It is my belief that Wirral Council have not given due consideration to this site as being "*the most suitable*" and that an uncontrolled crossing further along Marlowe Road towards Mill Lane would be more suitable, this being closer to the often used Post Office postbox at the junction of Marlowe Road and Cliff Road and the bus stop close to the entrance to Thorncliffe Road."

**The proposed works, shown in Appendix 1, Drawing No DR&E/2/13/a form part of a Local Safety Scheme to improve road safety (including for pedestrians) in this area. In developing the proposed scheme, road safety records have been taken into account, together with traffic and pedestrian movements and an assessment of the suitability of the location.**

2.3.4 "The same DoT publication states that "*The Disabled Persons Act 1981 requires highway authorities to 'have regard to the needs of disabled persons when considering the desirability of providing ramps at appropriate places between the carriageways and footways'. It is recognised that the absence of an upstand...is potentially hazardous to visually impaired pedestrians who rely on a kerb upstand as a warning that they have reached the edge of the footway*" It is my belief that the lowering of the kerb as per your proposals would introduce a hazard to visually impaired pedestrians (such as may be resident at the nearby Aynsley Nursing Home on Marlowe Road) and in particular those using a 'white cane' in order to follow the kerb line."

**The Council develops such schemes in accordance with current national guidance, buff tactile pavements at crossing points are specifically designed to assist the visually impaired. Their 'raised' profile informs the visually impaired that they are at a crossing point. Maintaining a full kerb face at a crossing point could cause trips for the disabled or elderly and prove difficult for wheelchair or mobilised scooter users to navigate.**

2.3.5 "DoT publication "The Design Manual for Road and Bridges" (Volume 8, Section 5, Part 1, TA68/96 "The Assessment and Design of Pedestrian Crossings, Local Transport Notes 1/95 and 2/95" para. 2.2) states that "*Particular attention should be paid to the existence of established or popular pedestrian routes*". A short period of observation will clearly demonstrate existence of two or three popular pedestrian routes which entirely circumvent the existing crossing at Marlowe Road.



It is my belief that the existing crossing at Marlowe Road and Torrington Road should be replaced with an uncontrolled crossing further down Marlowe Road close to the intersection with Thorncliffe Road.”

**Based on the existing road safety records together with site observations it is considered that upgrading the pedestrian refuge, with a new footway ‘build-out’, will encourage more people to cross at this location safely and not risk crossing at locations with comparatively poor visibility (including between parked cars) further along Torrington Road.**

**Surveys of pedestrian movements in this area confirm that the majority of pedestrians (including children) choose to cross at the existing refuge island. It is considered likely that more pedestrians would use this facility if they perceived it to be safer.**

- 2.3.6 “DoT Local Transport Note 2/95 "The Design of Pedestrian Crossings" (para 2.1.1.1 "Approach to a Side Road") states "*Crossing should be located away from conflicts point at uncontrolled junctions.*"Your own drawing indicates that the proposed Refuge Island and Build Out lies directly in the middle of a dangerous double-junction between Torrington Road, upper and lower Marlowe Road and Cliff Road. Proof of the existence of this ‘conflict point’ at the junction of these roads and therefore its complete unsuitability for an upgraded pedestrian crossing, was evident as a result of the recent Road Traffic Accident at this precise location which occurred on Monday 17<sup>th</sup> December 2012 (approx. 4pm) in which a motorcyclist was ‘T-boned’ by a vehicle emerging from upper Marlowe Road onto Torrington Road and catapulted across the carriage-way resulting in a serious injury requiring emergency treatment at the roadside. Due to the potential conflict between pedestrian and vehicular traffic converging from upper & lower Marlowe Road, Torrington Road and Cliff Road at this location, it is my belief that the existing crossing on lower Marlowe Road should be decommissioned and relocated further down lower Marlowe Road beyond the junction with Cliff Road. This would provide safe passage for pedestrians across lower Marlowe Road and would facilitate the safe access to the commonly used Post Office postbox located on Cliff Road.”

**This scheme is part of the Local Safety Scheme programme and is based on data from the existing road safety records provided by the police. There have been 5 recorded injury collisions at this location during the study period. 2 incidents involved pedestrians and 3 involved turning vehicles. The design is based upon current advice and design criteria from the DfT. It is not considered that the proposed scheme would increase the likelihood of crashes similar to the one which occurred on December 17th involving the motorcyclist. It is considered that the improved refuge with a ‘build-out’ will provide better visibility for pedestrians and will encourage drivers to drive with more caution on approach to the refuge thus allowing traffic emerging from Marlowe Road to do so in a safer and more timely manner.**

- 2.3.7 “As per "The Road Traffic Regulation Act 1984" it is a requirement that there be "*consultation with the police, public notice and written notification to the Secretary of State are necessary before a crossing is... altered*". It is my belief

that Wirral Council have failed in this regard by not adequately posting notifications in the immediate area affected by these proposals.”

**All emergency services have been consulted, as have Wirral based pedestrian and cycling groups. All local residents within the vicinity of the scheme have been notified of these works by means of a letter together with a plan detailing our proposals. No adverse comments have been received from emergency services, bus operators or freight transport groups, etc. The Council is not required to consult with the Secretary of State on such matters.**

- 2.3.8 “The Cycling England "Design Portfolio" (B.02 Road Crossings –Side Roads) states that "*Build-outs should not compromise the safety of cyclists on the main road by making it too narrow.*" It is my belief that your proposals for a ‘build-out’ and upgraded ‘pedestrian refuge’ on Marlowe Road will make the road, which is a major bus route, too narrow and therefore will compromise the safety of cyclists.”

**Upon construction of the refuge and ‘build-out’ the remaining lane width will be in excess of 4.5m. This is in line with current design guidelines and allows ample room for vehicles and cyclists when driving with due care and attention. Cycle Groups were consulted regarding the proposals and no adverse comments were received.**

- 2.3.9 “The Victoria Central Hospital and the Wallasey Community Fire Station on Mill Lane at the end of Marlowe Road, are both major operators of First Response emergency services. As such, a significantly higher than average number of emergency vehicles use Marlowe Road with ‘blue lights’ and sirens employed. Given that many of these vehicles are very large (eg. fire engines) and travel in excess of the designated speed limits along Marlowe Road this, in particular, puts cyclists who would be forced further into the road given your proposed ‘build out’, at serious risk of injury.”

**As indicated in 2.3.7 above, the emergency services have all been consulted about the proposals and have not raised any concerns over the proposed scheme. The design meets current design standards and is similar to those implemented successfully at other locations across Wirral.**

- 2.3.10 “Wirral Council operate a controlled ‘Resident Parking Zone’ on both Torrington Road and Marlowe Road requiring residents of these streets to apply to the Council for a parking Permit. Your proposals would bisect the approved Residents Parking Zone on Marlowe Road and remove between one and two of the available parking spaces which are already limited in number. If Wirral Council were to consider a pedestrian crossing on Cliff Road instead of Marlowe Road (where it would be better utilised by pedestrians) then this would not add to the congested parking on Marlowe Road yet would not impact parking on Cliff Road where there is adequate provision for residents.”

**We accept that the proposals will result in 1 full parking place being removed due to the construction of the proposed ‘build out’ adjacent to**

**the objector's property. Site surveys indicate that the presence of parked vehicles adjacent to the existing refuge effectively mask pedestrians from the clear view of traffic. The 'build-out' will afford a safer viewpoint with improved visibility for pedestrians.**

2.3.11 "A recent study in the USA, "Pedestrian Safety Impacts of Curb Extensions: A Case Study" (SPR 304-321) conducted by the Oregon State University, shows that 'build outs' actually encourage pedestrians to take more risks and in some cases can result in an increase in the occurrences of individuals 'running out' across the carriageway in the short gaps between passing cars. On a busy road such as Marlowe Road I would suggest that this is a potential issue worsened by the fact that your proposal positions the planned 'build out' immediately between the intersections of Marlowe Road (upper and lower sections), Torrington Road and Cliff Road. I object to the location of the planned 'build out' on this basis and would propose that the existing crossing be withdrawn and relocated to Cliff Road.

The same study provides clear evidence that a 'build out', such as that detailed in your proposal, would actually encourage drivers to 'yield' to pedestrians waiting on the 'build out' to cross the road. The result of this is that the number of incidents whereby vehicles stop, unobstructed but still in the middle of the carriageway, will increase. The consequence of this will be that congestion will build up on Marlowe Road and this, in turn, will have the outcome of increasing the risk to pedestrians and drivers using Marlowe Road. For this reason I must object to your proposals and request that you consider relocating the crossing to a more suitable area such as Cliff Road or Torrington Road both of which are less busy and less congested than the lower section of Marlowe Road.

With the evidence described above that a 'build out', such as that proposed for the busy lower section of Marlowe Road, is likely to result in an increase in congestion, this also implies that there would be an expected increase in vehicle emissions such as CO, CO<sub>2</sub> and NO<sub>2</sub>. With this part of Wallasey already being a designated 'Smoke Control Area', an increase in harmful emissions from vehicles would be counter to this aim."

**This study includes a road layout in Oregon, U.S.A, at a cross roads which is different in nature to the proposed scheme. The American layout also includes transverse carriageway markings which may have been a significant factor in the resulting road crashes. We note that the 'report' reflected only the views of the author and were not endorsed by the State of Oregon or the United States Department of Transport.**

**Pedestrian refuge schemes and footway 'build-outs' are present at a number of locations throughout the Borough. There is no body of evidence that suggest such schemes encourage drivers to stop on the main route to give precedence to pedestrians.**

**It is not considered that the scheme will result in an increase in vehicle emissions. This scheme will encourage walking through providing better environments where it is safe and attractive to do so.**

- 2.3.12 “The proposed ‘build out’ and use of tactile surfaces, will result in an increase in noise generated both from vehicles slowing and queuing on the lower section of Marlowe Road and from pedestrians wheeling child-buggies and wheeled baggage across the surfaces. I object to the proposed plans on the basis that the increase in noise levels will be unacceptable to local residents.”

**The existing surface is made from concrete flag pavements. The proposed construction will utilise bitumen macadam and will be rolled into a smooth surface. To assist people in the community with visual impairment tactile paving will be used to indicate the crossing point. Such tactile paving is only for pedestrian use and is not intended to be over-run by traffic. Noise levels will not be significantly raised through use of these materials when used by pedestrians and people using prams, etc.**

**The proposed scheme is a remodelling of the existing layout with minor kerblines modifications, together with a ‘build-out’. It is unlikely that the proposals will significantly affect traffic flow, or therefore CO<sub>2</sub> emissions.**

- 2.3.13 “The plan and accompanying letter provided by Wirral Council detailing the proposals to upgrade the pedestrian crossing on Marlowe Road, provide no information whatsoever relating to the ‘lighting’ of the crossing. Therefore, I must assume that no lighting of the crossing is intended and that the existing ‘belisha beacon’ is to be removed should the plan be implemented.”

**There is always a balance in providing the right level of detail for schemes to interested parties. The existing refuge is to be upgraded as indicated on the plan. As currently exists, the high level beacon will be reinstated with new solar powered keep left bollards.**

- 2.3.14 The precise location identified for the proposed ‘build out’ on Marlowe Road encompasses a Telegraph Pole the maintenance and position of which are governed by the Telecommunication Act 1984. It is my belief that the proposed changes to the existing crossing have not given adequate consideration to any impingements they may have on the existing telecommunications infrastructure in the immediate vicinity.

**The position of the telegraph pole will not be affected.**

- 2.3.15 “The street-side area on the lower section of Marlowe Road, where the proposed ‘build out’ is located in your plan, does not currently encompass sufficient drainage points. The nearest drain is located further along Torrington Road where it would be ineffective in draining rain water from the proposed ‘build out’ location. I object to the siting of the proposed ‘build out’ on the basis that it would result in localised flooding on the lower section of Marlowe Road opposite the entrance to Cliff Road.”

**The proposed detailed design incorporates additional drainage to prevent unnecessary ponding of water.**

- 2.3.16 “The proposed ‘build out’, which would bisect this very busy section of Marlowe Road, will act as an obstruction to vehicles introduced into the line of drivers.

Should the 'buildout' be hidden as a result of a collection of leaves or snow fall, it could form a significant hidden danger increasing the risk of road traffic accidents.

Additionally, the proposed 'build out' will prevent road 'sweeping' vehicles and snow-ploughs from clearing leaves or snow from the road side."

**This section of road already forms part of a residents parking scheme, the bounds of which are marked by carriageway markings. The proposed 'build-out' will enable pedestrians to see past parked vehicles, but will not extend further out into the through carriageway than the existing parking bays.**

- 2.3.17 "Introducing the proposed 'build out' and associated upgrading of the pedestrian refuge on Marlowe Road would, in all likelihood, result in increased signage and lighting being required. This is counter to the objectives laid out in the Department of Transport's "Traffic Advisory Leaflet 01/13 on Reducing Sign Clutter" (January 2013). I object to your proposals on the basis that they would necessitate an increase in signage and lighting posts which are counter to the DoT objectives.

In addition, your proposal drawing seems to indicate, but makes no reference to, the addition of white lines on the road surface around the proposed upgraded pedestrian refuge. I object to your proposals on the basis that the white lines alluded to, will result in a significant impairment to the visual character of the area."

**No additional permanent signage will be introduced within this scheme from that which already exists. Temporary signs (1 in each direction) will be introduced informing drivers of the 'new road layout ahead' and these will normally be taken down and used elsewhere within 6 months of the scheme completion. There will be no increase in lighting as the existing refuge is already lit.**

**There are already white carriageway markings at this location including centre line markings, parking bay markings, access protection markings, etc. It is not considered that the proposed works will have a significant impact on the visual character of the area in general in comparison to the existing layout.**

- 2.3.18 "The geometry of the intersections between the upper section of Marlowe Road, Torrington Road and the lower section of Marlowe Road, are such that traffic turning right from the upper section of Marlowe Road into the lower section must first cross into the path of fast moving vehicles coming from Torrington Road. The position of your proposed upgraded pedestrian refuge and 'build out' are such that they would present drivers with considerable difficulties in turning through an acute angle whilst trying to slip across traffic travelling from lower Marlowe Road and into a gap in traffic travelling from Torrington Road whilst avoiding hitting the pedestrian refuge, 'build out' and any pedestrians crossing, all at the same time. Therefore I must object to your proposals on the basis that they would significantly increase the possibilities of

an accident such as the one that occurred in this spot on the 17th December 2012.”

**The existing layout has a pedestrian refuge. Traffic joining the main road should do so with due care and attention. During the design process, a range of vehicle turning movements, for a variety of vehicle types, have been simulated, showing that traffic will be able to negotiate the new design in safety.**

**Whilst the details of the individual crash in December 2012 are confidential, it is not considered that the proposals would make it more likely such road crashes would occur. Traffic emerging from the side road must pay due care and attention to do so without causing traffic on the main road to slow, alter direction or crash.**

- 2.3.19 “I have noted from updated detailed drawings (as opposed to the original high-level consultation plans), that the proposed build-out is in fact something in the order of 6m long (this is difficult to determine as no scale has been provided). I cannot see any justification for such a large scale build-out on this part of Marlowe Road. Indeed, on my travels along the length of Marlowe and Torrington Road, as well as other main roads and similar residential streets in Wallasey, I have been unable to find any such build-outs, indicating that there is an established predisposition against such over-sized build-outs in the carriage-ways of roads similar to Marlowe/Torrington Road. I must therefore continue to object to your proposals on the basis that the proposed build-out is oversized for its proposed purpose and given the character of the area in which it is to be located.”

**The build out shown on the detailed plan is the same size as the ‘build-out’ shown on the original consultation plan. It is the same design specification/sizing that has been used at other locations across the Borough and meets current design criteria. The build out is as small as it can possibly be to allow for a safe design and incorporation of all necessary features.**

- 2.3.20 “Subsequent to our recent meeting, I have taken note of multiple dropped-kerb installations in and around Liscard and I am quite appalled to discover that the majority of them are, in my view, poorly finished with an area of original and uniform paving flags (some being of stone rather than concrete construction) being removed and replaced with pre-cast ‘buff tactile pavements’ surrounded by an area using “25mm thickness of close graded bitumen macadam surface course” as described in Lee’s (WBC Officer Lee Bailey) email to me of 15<sup>th</sup> February. It is my view that the typical ‘finishing’ of these dropped-curb installations (a recent example of which can be seen in Newton Road, Liscard and is shown in the photograph) is wholly inappropriate for Marlowe Road, being further detrimental to the character of the area.”

**The photograph provided by the objector shows a section of highway during the construction process, prior to completion. The works have since been completed to the required standard.**

**Wirral Council has previously agreed a policy to replace flags with bitmac in all areas of Wirral unless the area is classified as a 'conservation area'.**

2.3.21 “I note that you do not give a date for this survey – could you please indicate if this survey was taken recently and at what time of day? (Note: traffic congestion and the numbers of pedestrians in Marlowe and Torrington Road vary enormously through-out the day).

Should your figures relate to the survey which you mentioned during our meeting then I note that the figures which I believe you quoted at the time, did not actually indicate a statistically significant “majority of pedestrians” using the existing crossing. I have also consulted with my neighbours and they too have indicated that their perception is that the majority of pedestrians cross Cliff Road and upper Marlowe Road as detailed in my previous letter.

Therefore, I believe my original objection relating to pedestrians using “established or popular pedestrian routes” which would circumvent your proposed plans, is still a valid point.”

**The pedestrian survey was carried out in the last 12 months and specifically in relation to this scheme. The details of the survey are as follows;**

**Pedestrian traffic was recorded over one day at peak times (07:30- 09:30 and 15:00-17:00).**

**During the survey, most pedestrians crossed on the existing pedestrian refuge with a total of 99 people (equating to 45% of the total pedestrians crossing Torrington Road) using this existing facility. Appendix 2, Drawing No. DR&E/2/13/b shows the location of the survey and pedestrian movements.**

**It is considered that in improving the existing layout and creating the ‘build-out’, a proportion of pedestrians who had previously crossed away from the refuge will be encouraged to cross at the new facility. It is designed to afford pedestrians better visibility and protection.**

2.3.22 “The “DoT Local Transport Note 2/95” states that “Crossings should be located away from conflict points at uncontrolled junctions”. In your response, I note that you have indicated that “The council has taken due note of the relevant design criteria”. However, your updated plans still show that the proposed crossing is very much located at a conflict point between Marlowe, Torrington and Cliff Roads. Therefore, I must continue to object to your proposals based on my belief that the proposed site is inappropriate for a pedestrian crossing as it is likely to lead to an increase in the exposure of pedestrians to speeding traffic (this being especially so in the light of the Council’s proposals to leave Marlowe/Torrington Road out of the planned 20mph zone which will be brought into effect on either side of Marlowe and Torrington Road).”

**The scheme forms part of the Local Safety Programme and has been designed to improve road safety at this location. It is based on detailed**

**analysis of the existing road safety record provided to the Council by the Police.**

- 2.3.23 “Your letter of 28<sup>th</sup> February indicates that “we accept that the proposals will result in 1 full parking place being displaced”. As both Marlowe Road and Torrington Road are recognised Wirral Council “Residents Parking Scheme” areas, I believe the displacement of this parking space will place undue difficulties on the nearby residents in terms of parking a normal vehicle within reasonable proximity to residents own homes and not blocking or monopolising available parking outside other people’s homes. I believe the Council has a duty to facilitate the preservation of established parking and access rights for residents and that the introduction of such a large build-out as indicated on your proposals will infringe on those rights.”

**The removal of 1 parking space to allow for such a scheme will mean residents are still able to park within "reasonable proximity" to their property. Several properties have off street parking, whilst each property frontage is significant in size (large semi detached houses majority of frontages appear to be 8.8m wide or greater) allowing therefore in some instances enough space to park 2 cars if required.**

**3.0 RELEVANT RISKS**

- 3.1 Failure to undertake the scheme will reduce the ability to improve pedestrian movements across Torrington Road/Marlowe Road to access the bus stops, the church, nearby schools and liscard shopping area.

**4.0 OTHER OPTIONS CONSIDERED**

- 4.1 A puffin crossing has been considered. However this would cost in the region of £75,000 and would impact significantly upon the on-street parking space available within the ‘controlled resident parking permit zone’ (approximately 41.6m of parking space would be lost on either side of the road. 83.2m of parking space lost/displaced in total). The proposed scheme is estimated to cost in the region of £25,000.

**5.0 CONSULTATION**

- 5.1 As part of the consultation exercise for this scheme letters were delivered to local residents in the vicinity of the scheme informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, the Cycle Forum, the Pedestrian Forum, Local and National Walking Groups, the Emergency Services, the Freight Transport Association, the Road Haulage Association and Merseytravel.
- 5.2 Following the submission of the objection, further discussions between the objector and Council Officers were undertaken to discuss the concerns raised. The concerns raised by the objector have been carefully considered and are detailed in 2.3.1 – 2.3.23 above.



5.3 This scheme was identified within the the 2012/13 Local Transport Capital Programme ('Improving Road Safety' block allocation) to provide a 'Local Safety Scheme' at the junction of Torrington Road/Marlowe Road, Liscard.

## **6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

6.1 There are no specific implications under this heading arising from this report.

## **7.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

7.1 The scheme is estimated to cost in the region of £25,000 and will be financed from the 2012/13 Local Transport Capital Programme.

7.2 Existing staff resources will be utilised in the progression of this scheme.

## **8.0 LEGAL IMPLICATIONS**

8.1 There are no implications under this heading.

## **9.0 EQUALITIES IMPLICATIONS**

9.1 The proposed scheme is included within the 2012/13 Transport Capital Programme approved by Cabinet on 15<sup>th</sup> March 2012 for which an Equalities Impact assessment has already been undertaken.

## **10.0 CARBON REDUCTION IMPLICATIONS**

10.1 The scheme will assist pedestrian movements and thereby support a reduction on the reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint – key aims within the Merseyside Local Transport Plan.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

11.1 There are no implications under this heading arising from the recommendation of this report.

## **12.0 RECOMMENDATION/S**

12.1 The report recommends that the Panel note the objections, but that in the interests of road safety the proposed scheme consisting of a pedestrian refuge island with associated tactile crossing points as shown on attached Drawing No. DR&E/2/13/a be recommended to the Regeneration and Environment Policy and Performance Committee for approval and implementation.

### 13.0 REASON/S FOR RECOMMENDATION/S

- 13.1 This scheme was identified as part of the 2012/13 Local Transport Capital Programme ('Improving Road Safety' block allocation) to provide a 'Local Safety Scheme' at the junction of Torrington Road/Marlowe Road, Liscard.
- 13.2 Following detailed assessment and surveys by engineers it was agreed that this location and the existing environment was suitable for a pedestrian refuge upgrade with a kerbline 'build-out' and it would benefit from such a scheme.
- 13.3 The scheme reflects Wirral Council's ongoing commitment to encourage walking in the borough through providing better environments where it is safe and attractive to do so.
- 13.4 There are proven flows of pedestrians in this area visiting both the Liscard Shopping Centre, the nearby church, nearby Nursing Homes, Mill Lane Hospital, etc. School children dismount buses in this area to walk to the nearby Weatherhead School and beyond that Mosslands School.

**REPORT AUTHOR: Lee Bailey**

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### APPENDICES

Appendix 1, Drawing No. DR&E/2/13/a Indicating the proposal.

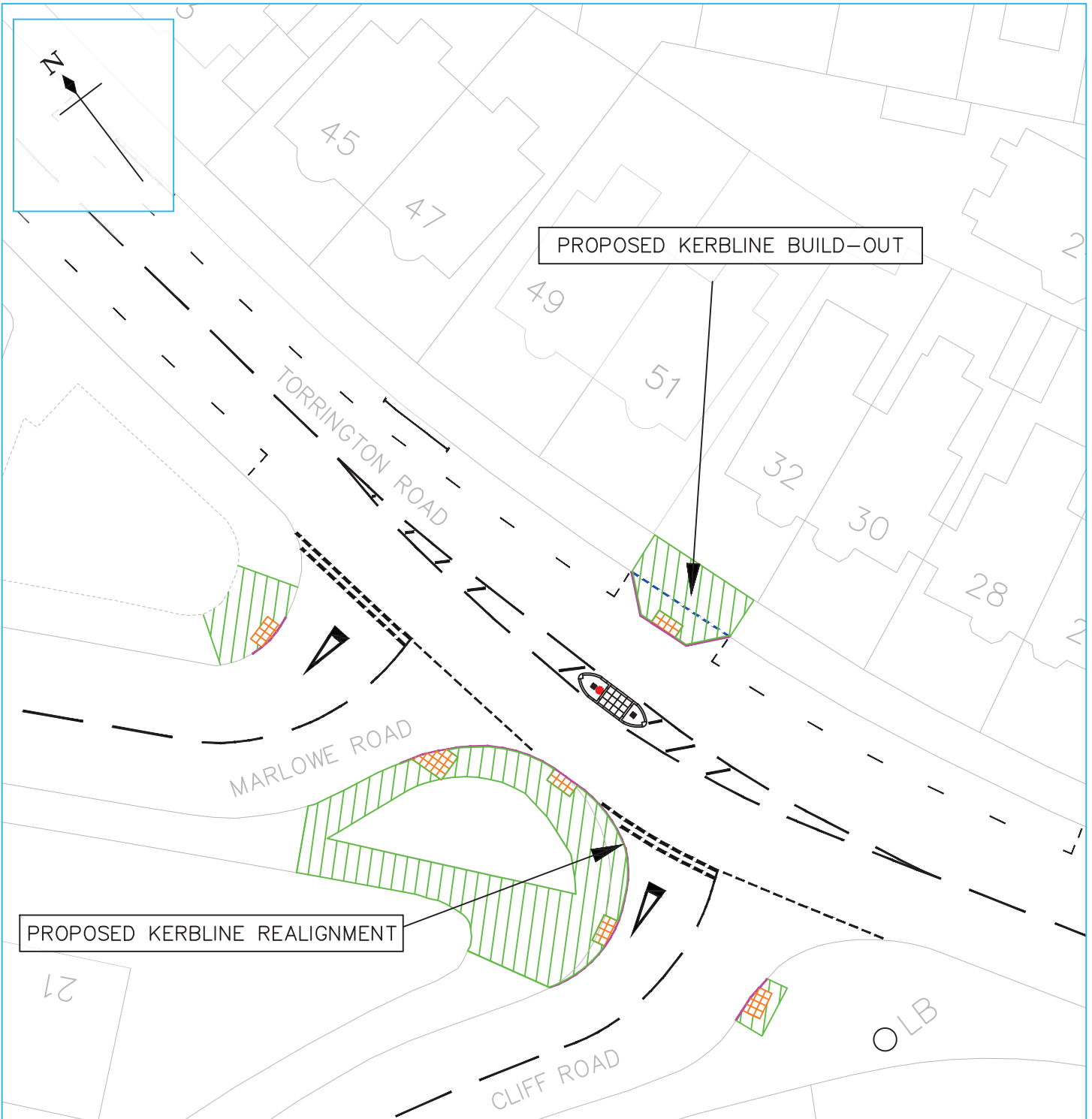
Appendix 2, Drawing No. DR&E/2/13/b indicating the location of the pedestrian survey

### REFERENCE MATERIAL

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

### SUBJECT HISTORY (last 3 years)

Council Meeting	Date



**KEY**



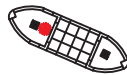
PROPOSED BITMAC FOOTWAY  
25mm Surface Course,  
50mm Binder Course,  
100m G.S.B Type 1.



PROPOSED PCC KERBLINE



PROPOSED 'NIB-KNOBBLER' DRAINAGE  
UNITS



PROPOSED PEDESTRIAN REFUGE



PROPOSED HIGH LEVEL REFUGE  
BEACON



PROPOSED TACTILE CROSSING ('buff')



**WIRRAL**  
MARLOWE ROAD/ TORRINGTON ROAD, LISCARD  
PROPOSED REFUGE ISLAND & BUILD-OUT  
PROPOSED LAYOUT (OBJECTION)

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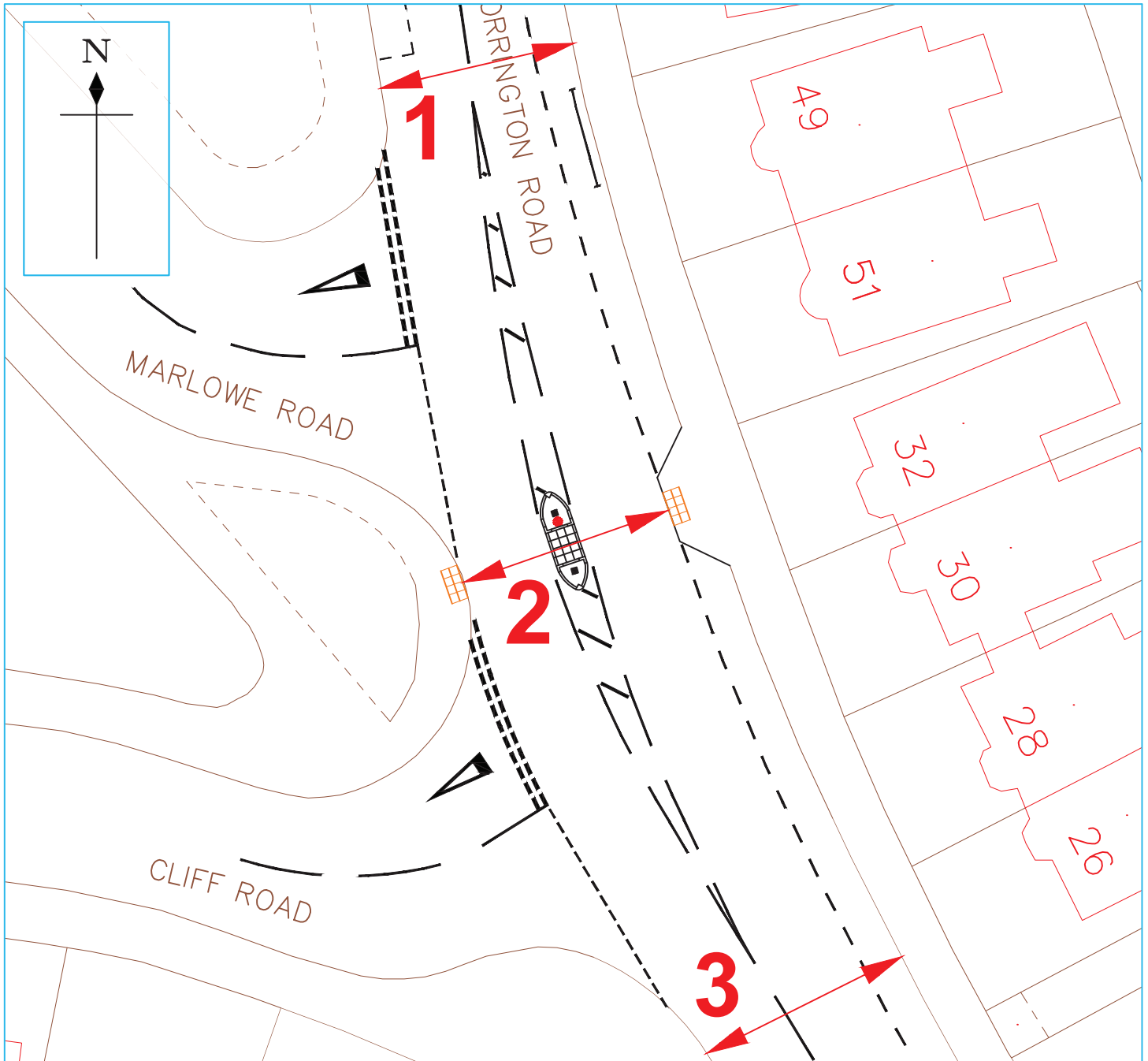
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DR&E/2/13/a

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LOCATION	No. OF PED'S CROSSING	%
1	79	36%
2	99	45%
3	41	19%



MARLOWE ROAD / TORRINGTON ROAD, LISCARD  
 PROPOSED REFUGE ISLAND & BUILD OUT  
 TRAFFIC SURVEY (OBJECTION)

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