

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 8th NOVEMBER 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTION TO PEDESTRIAN REFUGE SCHEME - ST PAUL'S ROAD, SEACOMBE (LISCARD WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection received from the resident of 35a St Paul's Road, Seacombe to the introduction of a pedestrian refuge island and associated 'No Waiting at Any Time' - Traffic Regulation Order (TRO) on St Paul's Road adjacent to the Seacombe Children's Centre / Jack & Jill Day Nursery.
- 1.2 The report recommends that the Panel notes the objection and recommends to the Overview & Scrutiny Committee that the pedestrian refuge scheme and TRO be recommended for implementation.

2.0 BACKGROUND

- 2.1 On 24th February 2009 a report was submitted to Cabinet detailing a series of block allocations forming part of the 2009/10 Transport Capital Programme - Environment & Air Quality block.
- 2.2 Under the Local Environmental Improvements heading, the allocation of £200,000 was subsequently apportioned equally across the eleven Area Forums to be used for a variety of schemes of a traffic management / road safety nature such as lowered kerb crossings, pedestrian refuge islands, signing and road marking schemes.
- 2.3 At its meeting of 21st September 2009, the Liscard & Seacombe Area Forum prioritised the provision of a pedestrian refuge island adjacent to the Seacombe Children's Centre / Jack & Jill Day Nursery as part of its £18,200 allocation.
- 2.4 The proposed location of the pedestrian refuge is designed to assist pedestrians crossing to and from the Seacombe Children's Centre / Jack & Jill Day Nursery, whilst taking into account the position of adjacent private driveways. The extents of the proposed 'No Waiting at Any Time' - Traffic Regulation Order are the minimum required to ensure unencumbered visibility of approaching traffic for pedestrians crossing to and from the refuge island. The proposed scheme would improve road safety, encourage a healthier mode of transport through walking and be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.
- 2.5 Following public consultation, 5 individual objections to the proposals were received in total. Further discussions resulted in the withdrawal of all but 1 objection submitted by the resident of 35a St Paul's Road.
- 2.6 The resident of 35a St Paul's Road is primarily concerned that both the proposed 'No Waiting At Any Time' - Traffic Regulation Order and position of the pedestrian refuge island would remove the convenience of being able to park directly outside their property and increase the difficulties they already experience in finding a parking place elsewhere on St Paul's Road due to the high demand for on-street parking spaces during the day.
- 2.7 Mindful of the concerns raised by the objector, I have carefully considered if an alternative position for the proposed pedestrian refuge island could be achieved that still provided a safe facility to assist pedestrians wishing to cross to and from

the Seacombe Children's Centre / Jack & Jill Day Nursery. I have however been unable to establish a suitable alternative location that does not impinge upon access to adjacent private driveways and the existing access to an area of land adjacent to no.35 St Paul's Rd similarly reached via a vehicular dropped crossing.

- 2.8 The area of land adjacent to no.35 St Paul's Road referred to above currently appears to be within the ownership of Wirral Partnership homes. Site observations confirm that its usage by both residents and visitors to the Seacombe Children's Centre / Jack & Jill Day Nursery, is frequent and informal. The objector informs me that they have previously made casual enquiries with a view to establishing more formal or exclusive 'rights' of parking on this piece of land or possibly acquiring ownership.
- 2.9 Following further discussions, on behalf of the objector I am currently pursuing the possibility of the objector utilising this area on a more formal basis and seeking legal advice in this respect. Notwithstanding the outcome however, the objector would still consider this option less than desirable, being 'out of direct line of sight' from their property and as they have suffered damage to their vehicle whilst parked on this piece of land previously.
- 2.11 The option of assisting the objector with the provision of accommodation works in the form of a vehicular dropped crossing to provide off street parking to their property has also been considered. To achieve such however, the pedestrian refuge island would still need to be repositioned but in so doing it would not be possible to achieve without impingement of access to other adjacent driveways as described above.
- 2.12 Drawing number BENG/48/10 indicates the proposed layout of the pedestrian refuge island and extents of the 'No Waiting At Any Time' - Traffic Regulation Order.

3.0 SUMMARY

- 3.1 The proposed location of the pedestrian refuge island as indicated in drawing no. BENG/48/10 is considered to be the most suitable to assist pedestrian movements across St Paul's Road and in particular those wishing to cross to and from the Seacombe Children's Centre / Jack & Jill Day Nursery.
- 3.2 In the absence of a safe and suitable alternative location for the pedestrian refuge island being available and notwithstanding the outcome of the issues in respect of the usage of the piece of land adjacent to no.35 St Paul's Road, this report recommends that the provision of a pedestrian refuge island and TRO, as indicated in drawing no. BENG/48/10, be implemented.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The provision of a pedestrian refuge island and the proposed 'No Waiting At Any Time' traffic regulation order, estimated to cost approximately £8,000 will be financed from the Liscard & Seacombe Area Forum funding allocation carried forward from the 2009/10 Integrated Transport Block.

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/EQUALITY IMPACT ASSESSMENT

6.1 The provision of a pedestrian refuge in St Paul's Road will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

7.1 The proposed scheme would have positive health implications, either through improvements in road safety or through encouraging a healthier mode of transport (walking).

8.0 COMMUNITY SAFETY IMPLICATIONS

8.1 The provision of a pedestrian refuge will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

9.0 LOCAL AGENDA 21 IMPLICATIONS

9.1 The provision of a pedestrian refuge will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle - key aims within the Merseyside Local Transport Plan.

10.0 PLANNING IMPLICATIONS

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

11.0 ANTI-POVERTY IMPLICATIONS

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

12.0 HUMAN RIGHTS IMPLICATIONS

12.1 There are no implications under this heading.

13.0 SOCIAL INCLUSION IMPLICATIONS

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

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 This report has implications for Members in the Liscard Ward.

15.0 BACKGROUND PAPERS

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

16.0 RECOMMENDATIONS

16.1 The Panel is requested to note the objection but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme and Traffic Regulation Order be recommended for implementation.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES