

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 8th NOVEMBER 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTION TO PEDESTRIAN REFUGE SCHEME - TEEHEY LANE, BEBINGTON (BEBINGTON WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection received from the resident of 6 Teehey Lane, Bebington to the introduction of a pedestrian refuge island on Teehey Lane between Bracken Lane and Gorseville Road, Bebington.
- 1.2 The Panel is requested to note the objector's concerns but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme be implemented as advertised.

2.0 BACKGROUND

- 2.1 On 4th February 2010 a report was submitted to Cabinet detailing a programme of Local Safety Schemes forming part of the 2010/11 Transport Capital Programme - Road Safety block.
- 2.2 During the latest 3-year period for which such information is available to me, there has been 1 recorded personal injury accident involving a pedestrian crossing at or in close proximity of the junctions of Teehey Lane with Gorseville Road and Brackenwood Road.
- 2.3 Further detailed analysis of accident data dating back to 1991 confirms a consistent pattern of pedestrian accidents at this location with a total of 7 recorded personal injury accidents being recorded during this period. Three of those accidents involved pedestrians younger than 13 and 3 involved pedestrians aged 60 and older.
- 2.4 Members may also recall a 44 signature petition was submitted in 2005 requesting the provision of a safe pedestrian crossing facility on Teehey Lane to assist pedestrians crossing between Gorseville Road and Brackenwood Road. The location was subsequently added to the priority list of requests and assessments for pedestrian crossings and reported to Cabinet on 4th February 2010.
- 2.5 Following public consultation, 2 individual objections to the proposals were received. Further discussions resulted in the withdrawal of 1 objection (from the resident of no.2 Teehey Lane, directly adjacent to the proposed pedestrian refuge island). The remaining objector is resident of no.6 Teehey Lane.
- 2.6 A local member has also made representations on behalf of the resident of no.6 Teehey Lane and asked that the objections and concerns expressed by the resident are given full and due consideration.

3.0 OBJECTIONS AND RESPONSE

- 3.1 The resident of no.6 Teehey Lane is concerned that as the junction of Brackenwood Road / Teehey Lane / Gorseville Road is 'staggered' in nature, both drivers and cyclists already have to constantly check traffic from many directions with the proximity of the bend, speed of approaching traffic and adjacent access to the Bebington Care Home adding to their difficulties. The objector feels that the added complication of a pedestrian island requiring extra vigilance from drivers emerging from Brackenwood Road and Gorseville Road could potentially put pedestrians in more danger.

- 3.2 The provision of a pedestrian refuge will allow pedestrians to cross in 2 movements, simplifying the crossing manoeuvre and enabling them to concentrate on vehicles approaching from one direction at a time. This will prove to be of particular benefit for children, the elderly and persons with disabilities.
- 3.3 The proposed position of the pedestrian refuge island is such that it will be clearly visible to drivers emerging from Brackenwood Road and Gorseville Road.
- 3.4 The proposed pedestrian refuge island will be positioned approximately 65m from the apex of the bend to the south. Drivers approaching from the south will have approximately 90m forward visibility of the island.
- 3.5 The objector is also concerned that the recently introduced traffic regulation Order (TRO) prohibiting vehicles from parking on grass verges would create difficulties for traffic negotiating the proposed refuge island.
- 3.6 All properties in the vicinity of the proposed pedestrian refuge island have adequate off-street parking arrangements. Observations carried out since the introduction of the verge parking TRO suggest that there will be no detrimental impact on traffic negotiating the island.
- 3.7 The objector is also concerned that the island would create difficulties for vehicles turning out of both Brackenwood Road and Gorseville Road and particular difficulties for school buses turning left into Brackenwood Road.
- 3.8 The pedestrian refuge island has been carefully designed to accommodate the 'swept path' of all vehicles expected to use the junction.
- 3.9 Buses turning left into Brackenwood Road currently have to cross the centre-line into the opposing southbound lane of Teehey Lane in order to carry out their manoeuvre.
- 3.10 The proposed scheme will include works to widen the carriageway by approximately 1.2m directly adjacent to the refuge island together with modifications to the junction radii. These works will allow a bus to turn left into Brackenwood Road without having to cross into the opposing lane on Teehey Road and will have the added benefit of improving the general alignment for all traffic passing through the junction.
- 3.11 The objector has suggested that an alternative solution would be to move the existing bus stop on Teehey Lane to an alternative location and include a refuge crossing at this point.
- 3.12 Site observations, underpinned with pedestrian counts, confirm that at peak times in particular both the elderly and the young, including children from various local schools, experience great difficulty in crossing Teehey Lane between Bracken Lane and Gorseville Road. Positioning the refuge further away from the junction would remove the facility away from where there is a clearly defined need and demand to cross.
- 3.13 Despite attempts to identify such, the proliferation of opposing and offset driveways and difficulties in establishing a safe and potentially suitable alternative location that would be required for one, possibly two, nearby bus stops also precludes such a suggestion as a viable alternative.
- 3.14 The objector is also concerned that vehicles parking on Teehey Lane adjacent to the Bebington Care Home would create difficulties for traffic negotiating the proposed pedestrian refuge island. The objector also states that extensive parking occasionally takes place when open public events are held at the Care Home. The objector states that during such events vehicles may be observed parked up around the bend to the south of the junction and on the adjacent verge/footpath.

3.15 Numerous site observations undertaken suggest that there is little if any parking that takes place on Teehey Lane associated with the Bebington Care Home. Any instances of inappropriate, illegal or dangerous parking observed in the vicinity of the bend will be referred to the Chief Constable for appropriate action.

3.16 As with all schemes that are introduced on the highway, its impact on general traffic conditions will be carefully monitored and appropriate action taken should future site conditions change.

4.0 SUMMARY

4.1 As well as improving road safety and being of particular benefit to children, the elderly and persons with disabilities the proposed scheme would also help to encourage a healthier mode of transport through walking for pedestrians in general.

4.2 This report recommends that the provision of a pedestrian refuge island and TRO, as indicated in drawing no. BENG/49/10, be implemented.

5.0 FINANCIAL IMPLICATIONS

5.1 The provision of a pedestrian refuge island and associated works, estimated to cost approximately £15,000 will be financed from the programme of Local Safety Schemes forming part of the 2010/11 Transport Capital Programme - Road Safety block.

6.0 STAFFING IMPLICATIONS

6.1 Existing staff resources have been used for the design and will be used for the supervision of the works.

6.2 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.

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

7.1 The provision of a pedestrian refuge in Teehey Lane 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.

8.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

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

9.0 COMMUNITY SAFETY IMPLICATIONS

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

10.0 LOCAL AGENDA 21 IMPLICATIONS

10.1 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.

11.0 PLANNING IMPLICATIONS

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

12.0 ANTI-POVERTY IMPLICATIONS

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

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 objector's concerns, but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme and 'No Waiting At Any Time' Traffic Regulation Order be implemented as advertised.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES