

METROPOLITAN BOROUGH OF WIRRAL

SOCIAL CARE, HEALTH AND INCLUSION OVERVIEW AND SCRUTINY COMMITTEE: 8th NOVEMBER 2006

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PROPOSALS FOR THE MODERNISATION AND DEVELOPMENT OF PRIMARY CARE FACILITIES IN BIRKENHEAD AND WALLASEY PCT: RELOCATION OF SEABANK MEDICAL CENTRE

HIGHWAYS CONSIDERATIONS

1.0 EXECUTIVE SUMMARY

- 1.1 The report has been produced at the request of the Social Care, Health and Inclusion Overview and Scrutiny Committee (minute 18 from 5 September 2006 refers).
- 1.2 This report informs members about the investigations and considerations into the highways implications of the proposal to relocate Seabank Medical Centre to the St Georges Medical Centre in Field Road, New Brighton.

2.0 BACKGROUND

- 2.1 Consultants acting on behalf of Prime (UK) Developments Ltd have submitted two documents in support of the proposal, a review of the results of a travel survey exercise and a review of the anticipated car park demand. These documents are available for consideration by Members.
- 2.2 In addition, staff from my Traffic Management Division have carried out two parking surveys and an automatic vehicle-flow survey in Field Road.
- 2.3 Field Road is approximately 5.5m wide and the majority of the road has waiting restrictions on the south side, prohibiting waiting between 7am and 7pm Monday to Saturday. Double yellow lines prohibiting waiting at any time protect the junctions at each end.
- 2.4 There is a mix of uses along the road, including residential, medical, commercial and religious. The proposed site of the extension to St Georges Medical Centre was formerly a date packing facility. There is a 7.5 tonne weight limit on the road, with an exemption for larger vehicles of 20 tonnes loading off the highway.
- 2.5 There is a small public car park in the road along with a number of private car parks that serve the existing medical centres and private car parks serving a number of residential properties and Kingdom Hall.

3.0 PROPOSALS

3.1 Travel Survey Exercise

The travel survey exercise document indicates that a total of 237 survey forms were completed and returned. The breakdown is as follows;

	Staff Responses	Patient Responses	TOTAL
St Georges Medical Centre	34	100	134
Seabank Medical Centre	9	94	103

- 3.2 Patient distribution is also outlined in the document and it is concluded that 83% of patients live within 2km of the St Georges Medical Centre site, and the document indicates that this is the typical maximum walking distance as suggested within Planning Policy Guidance 13: Transport.
- 3.3 The surveys indicate that just over 50% of patients of the two surgeries currently travel to the sites by car or as car passengers, and that this percentage is unlikely to alter significantly if the proposal goes ahead.
- 3.4 A high proportion of staff indicated that they travel to work by car, or as passengers (some 76% in total) and that this percentage would be unlikely to alter significantly if the proposals were to go ahead. Interestingly, over 60% of staff did indicate that they could utilise an alternative mode of transport.
- 3.5 The document also discusses potential measures for encouraging a shift to more sustainable transport modes, such as public transport, walking, cycling and car sharing.

4.0 Car Parking Demand

- 4.1 The car park demand document indicates that the existing car park is to be expanded from 18 spaces to 39.
- 4.2 Patient and staff trip and parking demands for the proposed site have been estimated from current practises at the existing sites and a typical daily profile of travel demand and subsequent likely car parking demand has been generated.
- 4.3 The document indicates that the anticipated peak flow for patient car traffic related to the site is expected to be Monday during the hour commencing 10am, when the two-way flow is calculated at 64 v.p.h. (Vehicles per hour: 30 in + 34 out). This would include the flow that currently exists for the St Georges site. Our auto-count indicates existing vehicle flows of 181 v.p.h. (two-way) during this hour, which also includes the existing flow for the St Georges site.
- 4.4 Current parking demand for the St Georges site is indicated to peak at 34 and 32 spaces in the a.m. and p.m. respectively. This represents an over-subscription of 16 and 14 spaces respectively in the existing car park, which leads to the existing practise of patients parking on street. Parking demand for the expanded site is predicted to peak at 40 in the a.m. and 34 in the p.m. When compared with the proposed capacity of the expanded car park (39 spaces), this is expected to result in a reduction in on street parking related to the St Georges site.
- 4.5 The consultants have generated graphs that illustrate the above points quite well and I have included this as an appendix to this report.

5.0 Parking and Vehicle Flow Surveys

- 5.1 Following consultation with Ward Members and residents, parking surveys were carried out on Tuesday 11th July and Wednesday 13th September, which generally confirm the view that on-street parking peaks in the a.m. and p.m. and that there is a regular turnover of parking in the road, indicating that it may be related to patients rather than staff.
- 5.2 The automatic vehicle flow survey took place between Thursday 13th July and Tuesday 18th July inclusive. During the survey, the highest hourly flow was measured during hour ending 11a.m. on the Monday (17th July) and was measured at 181 v.p.h. two-way flow (103 westbound + 78 eastbound). The auto-counter was located in Field Road adjacent to Busby Cottages.

- 5.3 The automatic vehicle flow survey shows average week day peak hour flows of 132 v.p.h. two-way flow (70 westbound + 62 eastbound).
- 5.4 A further traffic survey is programmed for Thursday 2nd November and the results will be verbally reported.
- 5.5 Investigations into the accident record for the Field Road area indicate that there has been one recorded personal injury accident in the latest three-year period for which information is available. This occurred on the "S" bend in Bromley Road, west of Grafton Road. The confidential details of this accident indicate that it was not attributable to parking related to the medical centre. This area has not been identified as a priority for a speed reduction scheme within this year's capital programme.

6.0 Resident Parking Scheme

- 6.1 The possibility of a resident permit-parking scheme in this area has been requested at various times. There is currently a moratorium on such schemes and requests are added to a holding list. A report on the general policy is due to be submitted to Cabinet in the near future.

7.0 ACCESS TO INFORMATION ACT

- 7.1 Documents prepared by Axis on behalf of Prime (UK) Developments Ltd, have been used in the preparation of this report.

8.0 LOCAL MEMBER SUPPORT IMPLICATIONS.

- 8.1 This report relates to New Brighton ward.

9.0 RECOMMENDATIONS

- 9.1 That Committee notes the content of this report.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES