



Highways Representation Panel

Date:	Friday, 5 March 2010
Time:	10.00 am
Venue:	Committee Room 2 - Wallasey Town Hall

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AGENDA

1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members are asked to consider whether they have personal or prejudicial interests in connection with any item(s) on this agenda and, if so, to declare them and state what they are.

Members are reminded that they should also declare, pursuant to paragraph 18 of the Overview and Scrutiny Procedure Rules, whether they are subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

2. PETITION: REQUEST FOR RESIDENTS' PARKING SCHEME - LINGDALE ROAD NORTH, CLAUGHTON (Pages 1 - 6)

3. OBJECTIONS: PEDESTRIAN REFUGE SCHEME - SEABANK ROAD, LISCARD (Pages 7 - 12)

4. OBJECTIONS: SAFER ROUTES TO SCHOOL SCHEME - SANDBROOK PRIMARY SCHOOL, CHAPELHILL ROAD/STAVORDALE ROAD, MORETON (Pages 13 - 18)

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 5 MARCH 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION: REQUEST FOR RESIDENTS' PARKING SCHEME – LINGDALE ROAD NORTH, CLAUGHTON

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 20 signature petition submitted in July 2009 requesting the provision of a Residents' Parking Scheme in Lingdale Road North, Claughton.
- 1.2 The report concludes that the road does not meet the Council's criteria for the provision of a scheme and recommends that no further action be taken in respect of the petition.

2.0 BACKGROUND

- 2.1 A 20-signature petition from 15 separate addresses within Lingdale Road North was submitted in July 2009. The petition requested the provision of a Residents' Parking Scheme within the road.
- 2.2 Officers from my Traffic Management Division met with a Ward Councillor and local residents and agreed to canvas residents of Lingdale Road North, Mona Street and Scotts Place to gauge support for a scheme in those roads.
- 2.3 A letter drop with questionnaire was carried out to all residential properties within the three roads and the returns for all three roads were collated and are summarised below:

No. Delivered	Return Rate	Support for Scheme	Willing to pay
54	33 (61%)	27 (50%)	24 (44%)

- 2.4 The returns for Lingdale Road North alone were as follows:

No. Delivered	Return Rate	Support for Scheme	Willing to pay
25	16 (64%)	15 (60%)	13 (52%)

- 2.5 The current policy in respect of new resident parking schemes is that they must be self-financing and the level of support for a scheme must be at least 80% of all households.
- 2.6 It can be seen from the result of the consultation that support for a scheme does not meet the requisite 80%, either from the three roads consulted or from Lingdale Road North alone.

- 2.7 The Technical Services Department receives many requests for resident parking schemes each year from locations with similar difficulties to those experienced by residents of Lingdale Road North and members will be aware that no provision is made within the departmental budget for implementing new schemes.
- 2.8 The lead petitioner has been advised of the findings of the survey and the implications in respect of current policy and was invited to withdraw the petition. She declined to do so and therefore, in accordance with the Council's Constitution, it is necessary to report the matter to your Panel.

3.0 COMMENTARY

- 3.1 The current policy in respect of new resident parking schemes is that they must be self-financing and the level of support for a scheme must be at least 80% of all households.
- 3.2 The survey carried out within Lingdale Road North, Mona Street and Scotts Place indicates that this level of support for a self-financing scheme has not been met. Without this level of support, it is likely that any proposal to introduce a self-financing permit scheme that accords with Council policy would meet with significant objections from residents in addition to any raised by local businesses.
- 3.3 The introduction of a resident parking scheme into the three roads would be likely to displace parking into adjacent streets (such as Valerian Road and Alderley Avenue), where parking space for residents is already at a premium.
- 3.4 In addition, it would be necessary to consider the needs of the shops and businesses on Upton Road before considering the extent of any new resident parking scheme and therefore any proposed scheme would be likely to include an allowance for non-permit holders to park for a limited period within resident bays.
- 3.5 The provision of permit parking bays would also require additional waiting restrictions (e.g.; single or double yellow lines) to be provided at nearby junctions within the residential area to ensure that displaced parking did not adversely affect those junctions.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no implications under this heading arising from the recommendation of this report.
- 4.2 The cost of a Residents' Parking Scheme in Lingdale Road North, Scotts Place and Mona Street would be approximately £4000. There are no funds identified within Departmental budget headings for the provision of Resident Parking Schemes.

5.0 STAFFING IMPLICATIONS

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

6.0 EQUAL OPPORTUNITIES IMPLICATIONS/EQUALITY IMPACT ASSESSMENT

6.1 There are no implications under this heading.

7.0 HEALTH IMPLICATIONS / IMPACT ASSESSMENT

7.1 There are no identified issues under this heading for this report and its recommendation.

8.0 COMMUNITY SAFETY IMPLICATIONS

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

9.0 LOCAL AGENDA 21 IMPLICATIONS

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

10.0 PLANNING IMPLICATIONS

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

11.0 ANTI-POVERTY IMPLICATIONS

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

12.0 SOCIAL INCLUSION IMPLICATIONS

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

13.0 HUMAN RIGHTS IMPLICATIONS

13.1 There are no implications under this heading.

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 This report has implications for members in the Claughton Ward.

15.0 BACKGROUND PAPERS

15.1 A petition and consultation documents have been used in the preparation of this report.

16.0 RECOMMENDATIONS

16.1 Panel is requested to:

- (1) note the petitioners' request for a Residents' Parking Scheme to be implemented in Lingdale Road North and the recent consultation exercise carried out in Lingdale Road North, Scotts Place and Mona Street which indicated that support for such a scheme did not meet the Councils approved criteria of 80% in any of the roads.
- (2) Recommend to the Overview and Scrutiny Committee that no further action is taken in respect of the petition requesting the introduction of a Residents' Parking Scheme in Lingdale Road North.

DAVID GREEN
DIRECTOR, TECHNICAL SERVICES



WIRRAL

Technical Services Department

David Green
Director

PETITION – RESIDENT PARKING SCHEME
CLAUGHTON VILLAGE AREA
CONSULTATION PLAN
(CLAUGHTON WARD)

Scale 1/1250

Date FEB 2010

Plan Ref No. B.ENG/17/10

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 5 MARCH 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTIONS: PEDESTRIAN REFUGE SCHEME – SEABANK ROAD, LISCARD
(LISCARD WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to provide a Pedestrian Refuge and complementing bus stop relocations in Seabank Road, Liscard.
- 1.2 The report recommends that the Panel notes the objections and that the Pedestrian Refuge as shown on attached drawing number BEng/10/10a together with the proposed bus stop relocations be recommended to The Sustainable Communities Overview & Scrutiny Committee for approval and implementation.

2.0 BACKGROUND

- 2.1 The initial concept to provide a pedestrian refuge at this location was developed in liaison with local ward members who, acting on behalf of local concerned residents requested an improvement in facilities to enable pedestrians to cross Seabank Road as well as measures to curb the speed of traffic at this location.
- 2.2 Although the Director of Technical Services had reported on the Transport Capital Programme for 2009/10 in respect of the Environmental And Quality block to Cabinet on 19th March 2009 it was not possible at the time to identify resources to undertake a scheme at this location owing to other pressing demands on the available budget.
- 2.3 Cabinet at the same time were however considering the Capital Programme Integrated Transport Block – Area Forum consultation and approved an award to each Area Forum of approximately £18,200 to carry out schemes of a Traffic Management/Road Safety nature (Minute 421 refers).
- 2.4 Arising out of local consultation in the Liscard and Seacombe area, the Liscard and Seacombe Area Forums chose this particular refuge scheme for Seabank Road as a scheme to be funded from its allocation.
- 2.5 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Party Spokespersons and Ward Members were also informed.
- 2.6 To facilitate the construction of the pedestrian refuge it would be necessary to relocate two bus stops. One on the north-east side of Seabank Road and one on the south-west side. Each of these bus stops having a bus shelter.
- 2.7 As part of the detailed design, it was originally proposed to relocate the bus stop on the south-west side of Seabank Road to a position opposite Seabank Road's junction with Maddock Road Plan No. BEng/10/10a refers. Following further consultation with Merseytravel however, it was agreed that the proposed relocated bus stop was too close to the bend on Seabank Road and also that its position was too far away from its current one to properly meet residents desires.
- 2.8 As a result of the comments received to the initial consultation, a further public consultation was undertaken to advertise the relocation of the bus stop on the southwest side of Seabank Road to a position fronting property numbers 35 to 39 Seabank Road. Again Plan No. BEng/10/10a refers.
- 2.9 During the advertisement period unresolved objections to the proposals were received from 3 households. The objections are detailed below.

3.0 OBJECTIONS & RESPONSE

- 3.1 Objectors believe that the position of a relocated bus stop will block access to five properties.

It is envisaged that buses over 10 metres in length would be positioned across the access to the properties when stopping in the bus bay. However, stopping times for buses are usually minimal. Buses will not be permitted to layover at the bus stop.

- 3.2 One objector believes that the bend in the road would not conflict with the position of where the bus stop was initially proposed. The bend is further towards King Street.

The initial proposal to position the bus stop opposite Maddock Road has raised concerns about possible vehicle overtaking conflicts due to the restricted forward visibility when buses are present at the stop.

- 3.3 Two objectors believe that the bus stop would encourage unsociable behaviour outside the properties, the bus stop would be damaged and there would be an increase in alcohol related littering.

The proposed bus stop is to be positioned approximately 20 metres away from its existing position. It is not envisaged that unsociable behaviour will increase as a result of relocating the bus shelter. A new litterbin can be positioned next to the proposed bus shelter position as part of the works.

- 3.4 Two objectors believe that the privacy of 37 to 45 Seabank Road would be invaded as their living rooms are situated on the first floor of their properties.

Buses currently pass the frontage of the properties. Stopping times for buses at the proposed bus stop are usually minimal. Buses will not be permitted to layover at the bus stop.

- 3.5 Two objectors believe that it is possible to relocate the position of the proposed pedestrian refuge without affecting the existing position of the bus stops.

The pedestrian refuge is proposed in a position to cater for the desire line of both pedestrians and public transport users. The location of the pedestrian refuge has been selected by the Liscard/Seacombe Area Forum, and it is considered to be in a suitable location to cater for pedestrian movements. On-site observations have shown that pedestrians currently cross at this location. There would be difficulties in siting the refuge elsewhere due to physical site constraints.

- 3.6 Two objectors believe that the relocation of the bus stops will increase noise pollution outside residential properties.

Seabank Road (A554) is classified as a main distributor road, which by nature is subject to heavy traffic movements. The proposed bus stop is located close to the position of the existing bus stop and therefore it is not considered that noise pollution levels will increase.

- 3.7 One objector believes that the pedestrian refuge is not required as there is currently one situated close to Seabank Road's junction with Maddock Road.

The pedestrian refuge will cater for the pedestrian and public transport users demands at this location and will also assist parishioners wishing to access the adjacent church.

- 3.8 One objector believes that it would be better if traffic signals were introduced at the junction of Seabank Road and Manor Road.

There is insufficient funding allocated within the Integrated Transport Block – Area Forum works to consider the introduction of signal controlled junction at Seabank Road/Manor Road.

4.0 SUMMARY

- 4.1 There is, from the accident record, merit in introducing a pedestrian refuge scheme in Seabank Road, as there have been 2 recorded personal injury accidents in the current three-year study period, one of which could have been prevented if a pedestrian refuge had been present.
- 4.2 The Council prioritises its resources in line with the aspirations of the Local Transport Plan objectives. This is to make specific improvements in Local and National Performance Indicators. For Wirral Council road safety is a Key Improvement Aim and this reflects the importance afforded to Road Safety by the Department for Transport in its national indicators. In addition a Local Authority Agreement has been signed with the Government Office for the North West to provide specific impetus into road safety to achieve a better performance against targets than the Government's nationally recognised target.
- 4.3 Officers have carefully considered the points raised by the objectors both in meetings and through this report and conclude that the benefits that the scheme provides outweigh the objections raised and that the objections should not prevent the scheme from going ahead.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The provision of the pedestrian refuge, estimated to cost in the region of £9,100, will be financed from Area Forum allocation from the 2009/10 Integrated Transport Block.
- 5.2 The cost of relocating the 2 bus stops is approximately £12,000. The cost of these works is to be funded by Merseytravel.

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 with Merseytravel maintaining the bus shelters.

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

- 7.1 The provision of the pedestrian refuge in Seabank 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.

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 scheme 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 HUMAN RIGHTS IMPLICATIONS

14.1 There are no human rights implications arising from this report.

15.0 LOCAL MEMBER SUPPORT IMPLICATIONS

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

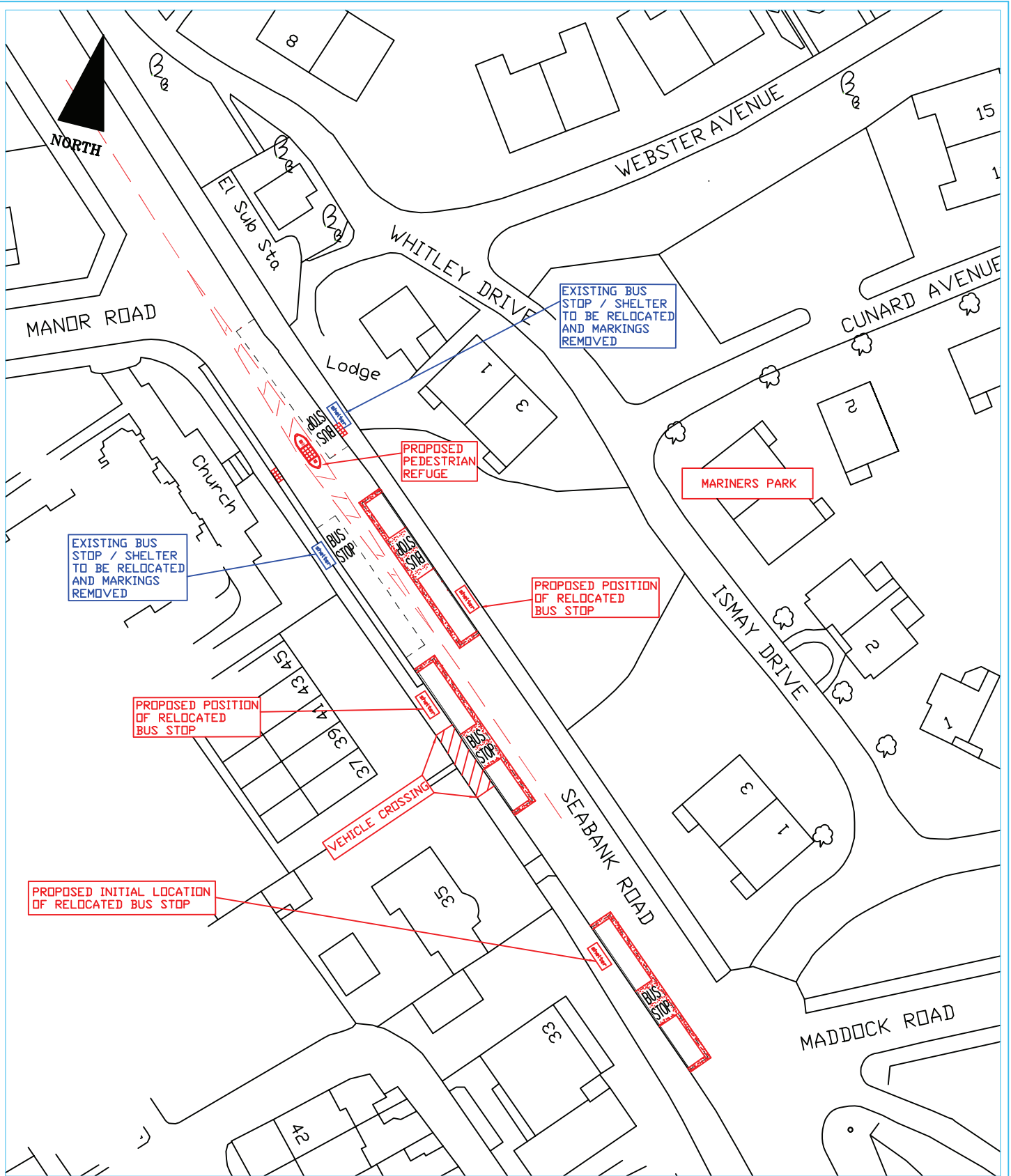
16.0 BACKGROUND PAPERS

16.1 Letters and emails received from residents objecting to the scheme have been used in the preparation of this report. Part of this correspondence is classed as 'Confidential'.

17.0 RECOMMENDATIONS

17.1 Panel is requested to note the objections received and the officers' responses and recommend to the Sustainable Communities Overview & Scrutiny Committee that the "pedestrian refuge" scheme together with complementary bus stop and shelter relocations (as shown on drawing number BEng/10/10a) be approved for implementation in Seabank Road, Liscard and that the objectors be informed accordingly.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES



WIRRAL

Technical Services Department

David Green
Director

Objections to Pedestrian Refuge and Bus Stop Relocation
Seabank Road / Manor Road
Liscard

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 5 MARCH 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTIONS: SAFER ROUTES TO SCHOOL SCHEME – SANDBROOK PRIMARY SCHOOL, CHAPELHILL ROAD/STAVORDALE ROAD, MORETON (LEASOWE AND MORETON EAST WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to the proposed “Safer Routes to School” scheme for Sandbrook Primary School, Moreton.
- 1.2 The report recommends that the Panel notes the objections and that the “Safer Routes to School” scheme as shown on attached drawing number Beng/16/10 be recommended to Sustainable Communities Overview & Scrutiny Committee for approval and implementation.

2.0 BACKGROUND

- 2.1 On 24 February 2009, the Streetscene & Transport Services Overview and Scrutiny Committee considered a report on the 2009/10 Transport Capital Programme – Road Safety and subsequently endorsed and referred matters to Cabinet for approval.
- 2.2 The report set out the projects proposed within a number of individual programmes that contribute to the overall Road Safety Shared Priority and included a programme of schemes for the Safer Routes to School Programme.
- 2.3 It was reported that a number of schools that have been working on School Travel Plans during 2007/08 and 2008/09 have either submitted completed drafts or are to do so during the current year. The listing was not sufficiently refined at that time so as to be able to advise Committee of probable locations for action in 2009/10.
- 2.4 The Transport Capital Programme – Road Safety Programme for 2009/10 was subsequently approved at Cabinet meeting on 19 March 2009 (Minute 421 refers).
- 2.5 On 23rd July 2009, a report setting out a programme of physical and encouragement measures to assist schools, parents and children adopt more sustainable travel habits in their journey to and from school as part of the 2009/10 Safer Routes to School Programme was approved by Cabinet.
- 2.6 One of the measures identified within the programme was to provide safer pedestrian crossing points on Stavordale Road and Chapelhill Road, Moreton, by constructing two footpath buildouts adjacent to Sandbrook Primary School.
- 2.7 To improve the visibility sight lines at the proposed crossing points and restrict parking adjacent to the build-outs it is also proposed to introduce a Prohibition of Waiting restriction as shown on the attached drawing number B.Eng/16/10.
- 2.8 During the advertisement period unresolved objections to the proposals were received from 1 household. The objections are detailed below.

3.0 OBJECTIONS & RESPONSE

- 3.1 The Objector will not be able to access car at front of their house.

There are no parking restrictions outside 232. Only two short 12m sections of double yellow lines are proposed – section on Chapelhill Road and section on Stavordale Road.

- 3.2 The objector is concerned that parents park in front of garages and “block residents in”.

Access Protection Marking is to be placed at entrance to garage to discourage parking. WBC Road Safety Officers are also advising Sandbrook Primary to ask parents not to park across garage entrance. The Garage area belongs to Wirral Partnership Homes – residents are also advised to raise this issue with them.

- 3.3 The objector is concerned with the position of the existing Bus Stop in relation to the proposed crossings.

The crossing is not in the same position as the existing bus stop. The bus stop is some 40m away from proposed crossing with adequate road width for a bus to pass safely.

- 3.4 The objector believes that reducing the carriageway will cause queues of traffic.

The carriageway will only be reduced in width at 2 locations, each of 6m in length. Cars already park along this side of the road and often obscure visibility for pedestrians. The proposed build-outs occupy an area similar to that of a parked vehicle and so existing driving patterns will not be affected in this respect.

- 3.5 The objector believes that the crossing on Stavordale will make access into adjacent school entrance dangerous and awkward.

At present cars park at the proposed location of the build-outs. The build-outs will have no different effect to that of the parked cars at present. Therefore driving patterns for entry onto the school entrance will be no different to existing.

- 3.6 The objector believes that teachers coming and going to school will cause a hazard.

The proposed design assumes teachers will be aware of presence of children crossings and will drive safely to and from school.

- 3.7 The objector believes that during school pick up and drop off times emergency vehicles will not be able to gain adequate access.

Emergency vehicles will be able to gain the same level of access as before. The presence of double yellow lines will actually provide a clear space for an emergency services vehicle to park that was previously unavailable due to the presence of parked cars.

- 3.8 The objector believes that the scheme shows no regard for safety, commonsense and local residents.

Scheme has been designed in accordance with DFT regulations and guidelines. One of the scheme’s aims is to encourage more parents and children to walk to school meaning less cars and traffic in the area. The crossing points provide a safer alternative than existing for all users – children, parents, residents, disabled etc.

- 3.9 The objector believes that a better scheme would be the introduction of speed humps.

Speed humps will not directly help schoolchildren and parents cross the road safely. The Scheme’s main aim is to provide a safe route to school.

4.0 FINANCIAL IMPLICATIONS

4.1 The overall works, estimated to cost in the region of £17,000, will be financed 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 the pedestrian crossing built outs in Stavordale Road and Chapelhill Road will not only assist children and parents in crossing these roads but will also have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs. 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 pedestrian crossing points 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 scheme 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 SOCIAL INCLUSION IMPLICATIONS

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

13.0 HUMAN RIGHTS IMPLICATIONS

13.1 There are no human rights implications arising from this report.

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 This report has implications for Members in the Leasowe and Moreton East Ward.

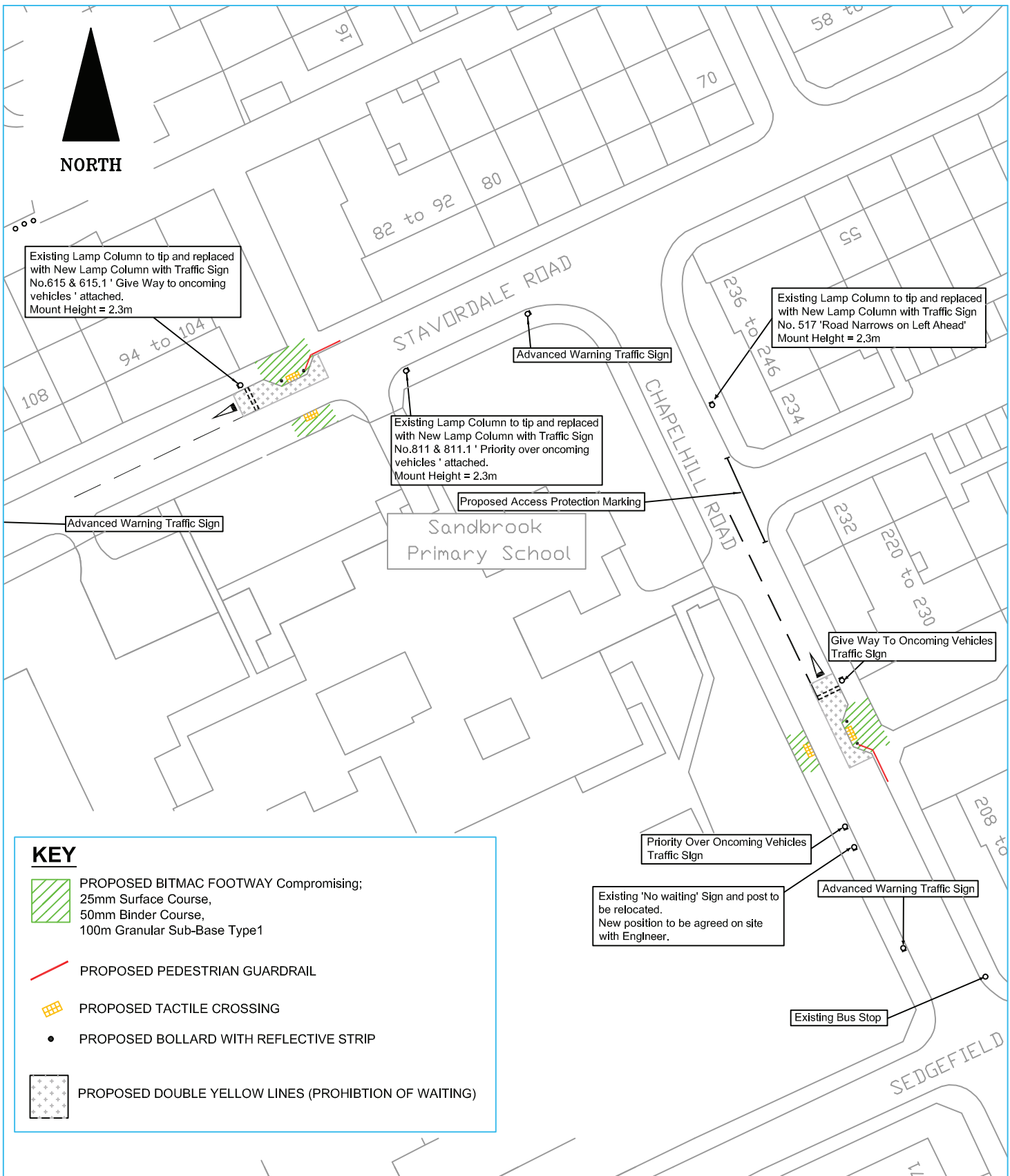
15.0 BACKGROUND PAPERS

- 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 Panel is requested to note the objections received and the officers' responses and recommend to the Sustainable Communities Overview & Scrutiny Committee that the "pedestrian build-out" scheme and associated prohibitions of waiting restrictions (as shown on drawing number Beng/16/10) be approved for implementation in Stavordale Road and Chapelhill Road, Moreton.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES



WIRRAL

Technical Services Department

David Green
Director

Objections to Safer Routes to School Scheme
Sandbrook Primary School – Chapelhill Rd / Stavordale Rd
Moreton
Leasowe and Moreton East

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