



Highways and Traffic Representation Panel

Date:	Thursday, 13 September 2012
Time:	2.00 pm
Venue:	

Contact Officer: Lyndzay Roberts
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Website:

AGENDA

1. 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.

2. OBJECTIONS: LOCAL AREA FORUM SCHEME: PROPOSED PEDESTRIAN REFUGE, KINGS ROAD, BEBINGTON (Pages 1 - 6)

3. OBJECTIONS: CYCLING STRATEGY/SAFER ROUTES TO SCHOOL SCHEME - MANOR LANE/WITHENS LANE (Pages 7 - 14)

4. OBJECTION: PROPOSED PUFFIN CROSSING - SPITAL ROAD SHOPPING PRECINCT (Pages 15 - 22)

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13 SEPTEMBER 2012

SUBJECT:	OBJECTIONS: LOCAL AREA FORUM SCHEME: PROPOSED PEDESTRIAN REFUGE, KINGS ROAD, BEBINGTON
WARD/S AFFECTED:	BEBINGTON WARD
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES COUNCILLOR HARRY SMITH
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections submitted against the proposal to introduce a pedestrian refuge island on King's Road, Bebington near to its junction with Bentfield Gardens.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 17th March 2011 Cabinet considered and approved the provision of £20,000 funded from the 2011/12 Local Transport Capital Programme to each Area Forum to carry out schemes of a traffic management/road safety nature.
- 2.2 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 informed of the proposal.
- 2.3 During this consultation period, several calls/letters of support were received. Two unresolved objections were received. The content of the objections from the residents of 116 and 118 Kings Road, along with a detailed response are as follows:-
- 2.4 The scheme is unnecessary as no one crosses at this location.

The Local Area Forum identified this location. Several comments of support for the scheme have been received outlining the benefit of the location in relation to accessing the bus stops, the church and the newly constructed community centre. Site surveys confirm that many people cross at this point throughout the day to access the adjacent bus stop, church and community centre.

2.5 The proposals will result in the loss of a tree.

No tree will be removed nor affected as a result of or proposals.

2.6 The relocation of the bus stop invades resident's privacy.

The bus stop will be moved approximately eight metres from its current location. The bus stop is on the side of the road that does not have any residential properties adjacent to it. It will be located directly fronting house numbers 116 & 118 on the opposite side of the road. This house is set back with a garden and at an elevated position in relation to the road level. The length of time at which a bus is stationary at a bus stop is minimal and is not used as a bus stop layover point.

2.7 The refuge will cause queues of traffic.

The position of the refuge will not cause traffic queues. Traffic will flow in exactly the same manner as before. Drivers should be easily able to negotiate a refuge with due care and attention. Such refuges are present throughout the borough and are not known to have created any traffic congestion elsewhere.

2.8 When buses are pulled in at the bus stop cars will not be able to overtake the bus due to the position of the refuge.

The relocation of the bus stops means there will be more than sufficient room and width available for vehicles to negotiate around a stationary bus.

2.9 The refuge will cause a loss of parking on Kings Road and cause cars to park at Bentfield Gardens.

It is estimated that approximately four on-street parking car parking spaces will be lost as a result of the construction of the refuge. There is, however, ample on-street parking in the vicinity of Christ Church. In addition, Christ Church has an off-street car park.

3.0 RELEVANT RISKS

3.1 Failure to undertake the scheme will reduce the ability to improve pedestrian movements across Kings Road to access the bus stops, the church and the newly constructed community centre.

4.0 OTHER OPTIONS CONSIDERED

4.1 None identified.

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 objections, further discussions between the objectors and Council Officers were undertaken to discuss the concerns raised. The concerns raised by the objectors have been carefully considered and are detailed in 2.1 – 2.9 above.

5.3 This scheme was identified by the Bebington & Clatterbridge Ward Local Area Forum as a direct result of public feedback received following the Wirral wide Neighbourhood plan consultation exercise.

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 £20,000 and will be financed from the 2011/12 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 15th 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 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 and that the proposed scheme consisting of a pedestrian refuge island with associated tactile crossing points as shown on attached Drawing No. 3576 be recommended to the

Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

13.0 REASON/S FOR RECOMMENDATION/S

- 13.1 This scheme was identified by the Bebington & Clatterbridge Ward Local Area Forum as a direct result of public feedback received following the Wirral wide Neighbourhood plan consultation exercise.
- 13.2 Following detailed assessment by engineers it was agreed that this location and the existing environment was suitable for a pedestrian refuge 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 high flows of pedestrians in this area visiting both the church and community centre from both the Birkenhead and Bebington ends of Kings Road. Pedestrians cross the road in this vicinity to access the bus stops nearby.

REPORT AUTHOR: Lee Bailey

Assistant Engineer

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APPENDICES

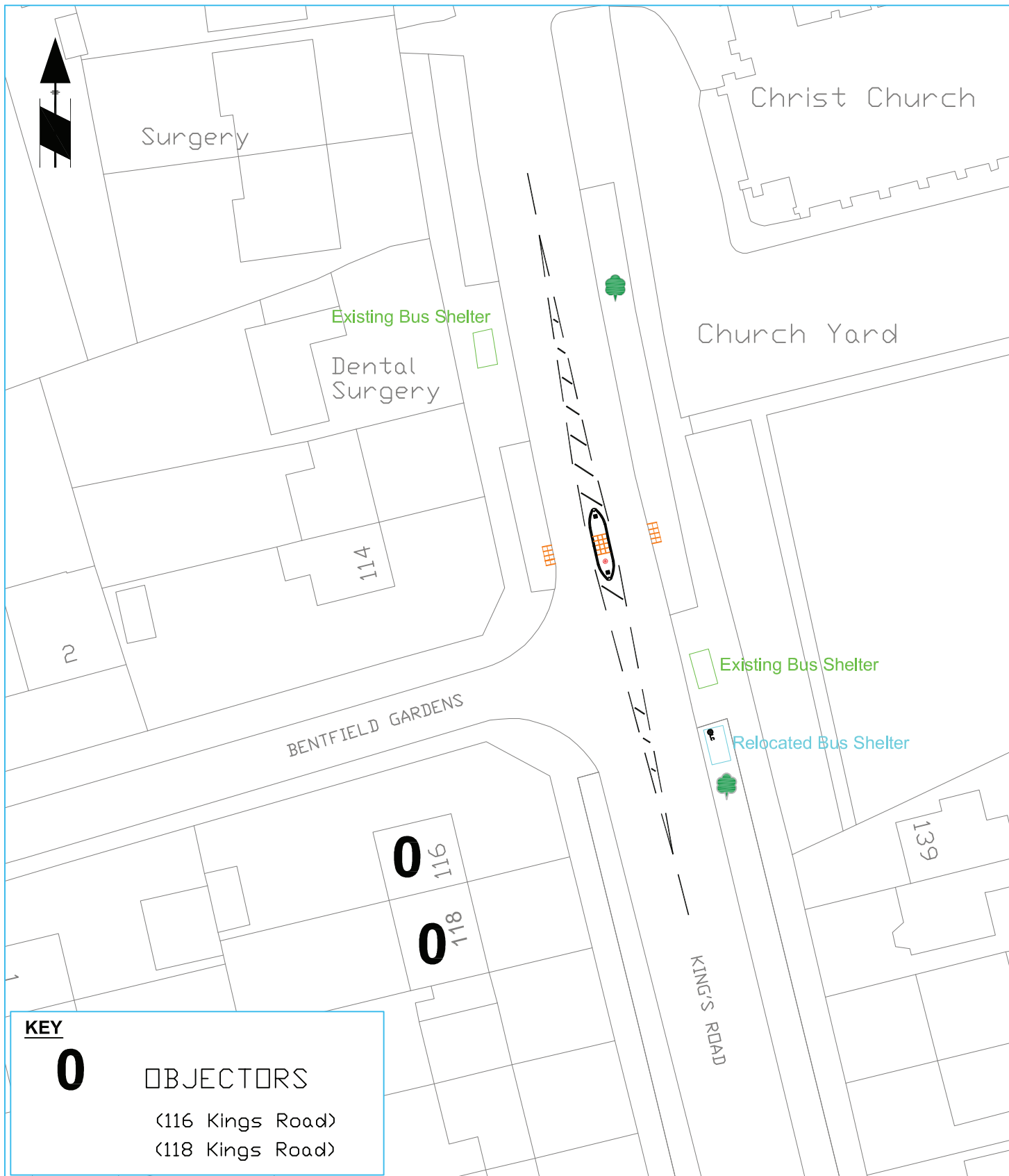
Drawing No. 3576 indicating the proposed layout of the Pedestrian Refuge Island.

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

0 OBJECTORS
 (116 Kings Road)
 (118 Kings Road)



WIRRAL

Technical Services Department

Chris McCarthy
 Director

KINGS ROAD / BENTFIELD GARDENS
 PROPOSED PEDESTRIAN REFUGE
 BEBINGTON WARD
 OBJECTIONS

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13TH SEPTEMBER 2012

SUBJECT:	OBJECTION: CYCLING STRATEGY / SAFER ROUTES TO SCHOOL SCHEME – MANOR LANE & WITHENS LANE, LISCARD & NEW BRIGHTON
WARD/S AFFECTED:	LISCARD & NEW BRIGHTON WARDS
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES COUNCILLOR HARRY SMITH
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection submitted against the proposal to introduce a 'No Entry' Traffic Regulation Order at the junction of Manor Lane and Withens Lane, Liscard.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 15th March 2012 Cabinet considered and approved the provision of £4,000 funded from the 2011/12 Local Transport Capital Programme - Safer Routes to School Programme within the Road Safety Block.
- 2.2 A number of site observations undertaken at key times, revealed that parents, children and drivers were treating Manor Lane as an informal shared space, as there is no footway present. The majority of vehicles use Manor Lane in one direction, from Penkett Road towards Withens Lane. As there is no restriction to the contrary, some drivers choose to enter Manor Lane from its junction with Withens Lane in the opposite direction, which then creates congestion.
- 2.3 The school originally wrote to the council in support of a 'One Way' order, as they believed it would reduce congestion.
- 2.4 The request for a One-Way Order has been considered in more detail, and although it could be provided in principle, I consider it would have a detrimental effect on cycling. The school has made great progress in promoting the use of cycles and is a 'Bike-It' school. Manor Lane is also identified as a key part of the Wallasey Cycle Network. A mandatory cycle contra-flow could not be provided, as this would then have a significant effect on the already limited parking within Manor Lane.

- 2.5 An alternative to a One-Way Order would be to prohibit traffic entering Manor Lane from Withens Lane – except for cyclists. Residents emerging from off-street parking and cyclists could continue to use Manor Lane in both directions as at present.
- 2.6 This scheme was originally proposed within the Safer Routes to Schools Programme of the Road Safety Block 2010/11 to assist in reducing congestion in Manor Lane near the school and children's centre and further promote road safety and sustainable transport to the school.
- 2.7 Manor Lane has a good safety record, with no recorded accidents involving personal injury during the current 3 year study period.
- 2.8 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on-site and Party Spokespersons and Ward Members were informed.
- 2.9 During this consultation period, one unresolved objection was received from No. 4 Manor Mews off Manor Lane. The content of the objection along with a detailed response are as follows: -
- 2.10 We find it unfair that we who actually live in the Lane are being punished for the bad driving of parents picking up their children. On the odd occasion when I have come down the Lane and have been caught in human traffic and cars coming towards me, the first thing I do is crawl at a snail pace to let passing cars and people safely past.

The proposed layout of this scheme aims to formalise traffic manoeuvres within Manor Lane by reducing congestion whilst also avoiding conflict between vehicles and pedestrians as detailed in paragraph 2.5.

- 2.11 To say that 2 way traffic is a problem. We think is wrong. The problem is cars in general. To have everyone going only one way will increase traffic flow from Penkett Road end bringing more danger to children particularly because walking home down the lane they can't see what's behind them.

It is not proposed to introduce a 'One Way' Traffic Regulation Order in Manor Lane as part of this scheme. Although the layout of the scheme aims to encourage motorists who visit Manor Lane to treat it as if it were a 'one way' road, residents will still be able to drive in either direction along Manor Lane. The only restriction to all motorists is that they will not be permitted to enter Manor Lane from its junction with Withens Lane.

- 2.12 We feel the correct solution would be to completely ban cars except for access for residents, or alternatively if you insist on the proposed scheme then we feel as residents that we should be able to have access, which can be displayed on the road signs.

With all 'Safer Routes to School' schemes we endeavour to encourage parents and carers to walk with their children to school. However, it is recognised that the school will continue to generate traffic and with this scheme we aim to formalise the traffic manoeuvres that occur within Manor Lane. It is not intended to introduce an "Access Only" Traffic Regulation Order. This Order would be difficult to enforce as parents and carers in vehicles would have a right to

access Manor Lane to drop off their children. The Traffic Signs Regulations and General Directions 2002 do not permit the erection of a sign assembly restricting access ‘except for residents’.

3.0 RELEVANT RISKS

- 3.1 Failure to implement the scheme will diminish the ability to reduce congestion in Manor Lane near the school and children’s centre and further promote road safety and sustainable transport to the school.

4.0 OTHER OPTIONS CONSIDERED

- 4.1 Officers had originally considered the provision of a One Way Traffic Regulation Order to regularise traffic movements within Manor Lane. However in addition to having a greater impact on residents, a One Way Order would prevent pedal cyclists using Manor Lane from Withens Lane to Penkett Road.

5.0 CONSULTATION

- 5.1 As part of the consultation exercise for this scheme letters were delivered to seventy local residents informing them of the proposals. In addition, consultation was undertaken with Liscard Primary School, Party Spokespersons, Ward Members, the Cycle Forum, the Pedestrian Forum, the Emergency Services, the Freight Transport Association, the Road Haulage Association and Merseytravel. Notices were also posted on site.
- 5.2 One objection was received as a result of the public consultation exercise. The points raised by the objector have been carefully considered and is concluded by Officers that the benefits that the scheme provides outweigh the objection raised and that the objection should not prevent the scheme from going ahead.

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 cost of the Safer Routes to School Works are estimated to cost in the region of £4,000 and will be financed from the Safer Routes to School Programme within the Road Safety Block.
- 7.2 Existing staff resources will be utilised in the progression of this scheme.

8.0 LEGAL IMPLICATIONS

- 8.1 The statutory consultation process has been followed in developing this scheme.

9.0 EQUALITIES IMPLICATIONS

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

10.0 CARBON REDUCTION IMPLICATIONS

10.1 The scheme will assist pedestrian and cyclist 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 specific implications under this heading arising from this report.

12.0 RECOMMENDATION/S

12.1 The report recommends that the Panel note the objection and that the proposed scheme consisting of a 'No Entry' restriction with the exception of cycles at the junction of Manor Lane and Withens Lane as shown on the attached Drawing No. 3573 be recommended to Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

13.0 REASON/S FOR RECOMMENDATION/S

13.1 The proposed scheme aims to improve safety within Manor Lane by formalising access into Manor Lane by the introduction of a 'No Entry' Order at the junction of Withens Lane and Manor Lane.

13.2 Officers had originally considered the provision of a One Way Traffic Regulation Order to regularise traffic movements within Manor Lane. However in addition to having a greater impact on residents, a One Way Order would effectively prevent pedal cyclists using Manor Lane from Withens Lane to Penkett Road.

13.3 Manor Lane is part of the proposed Wallasey Cycle Network. If cyclists were to be prohibited from using Manor Lane then this would be contrary to the Wallasey Cycle Network route. They would then have to use Manor Road as an alternative, which carries significantly more traffic.

13.4 Staff at Liscard Primary School have raised concerns over traffic conditions within Manor Lane at key school times. A number of near miss accidents have been reported to the Head Teacher and during a site visit Officers witnessed one such event.

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APPENDICES

Drawing No. 3573 indicating the proposed layout of the Traffic Regulation Order.

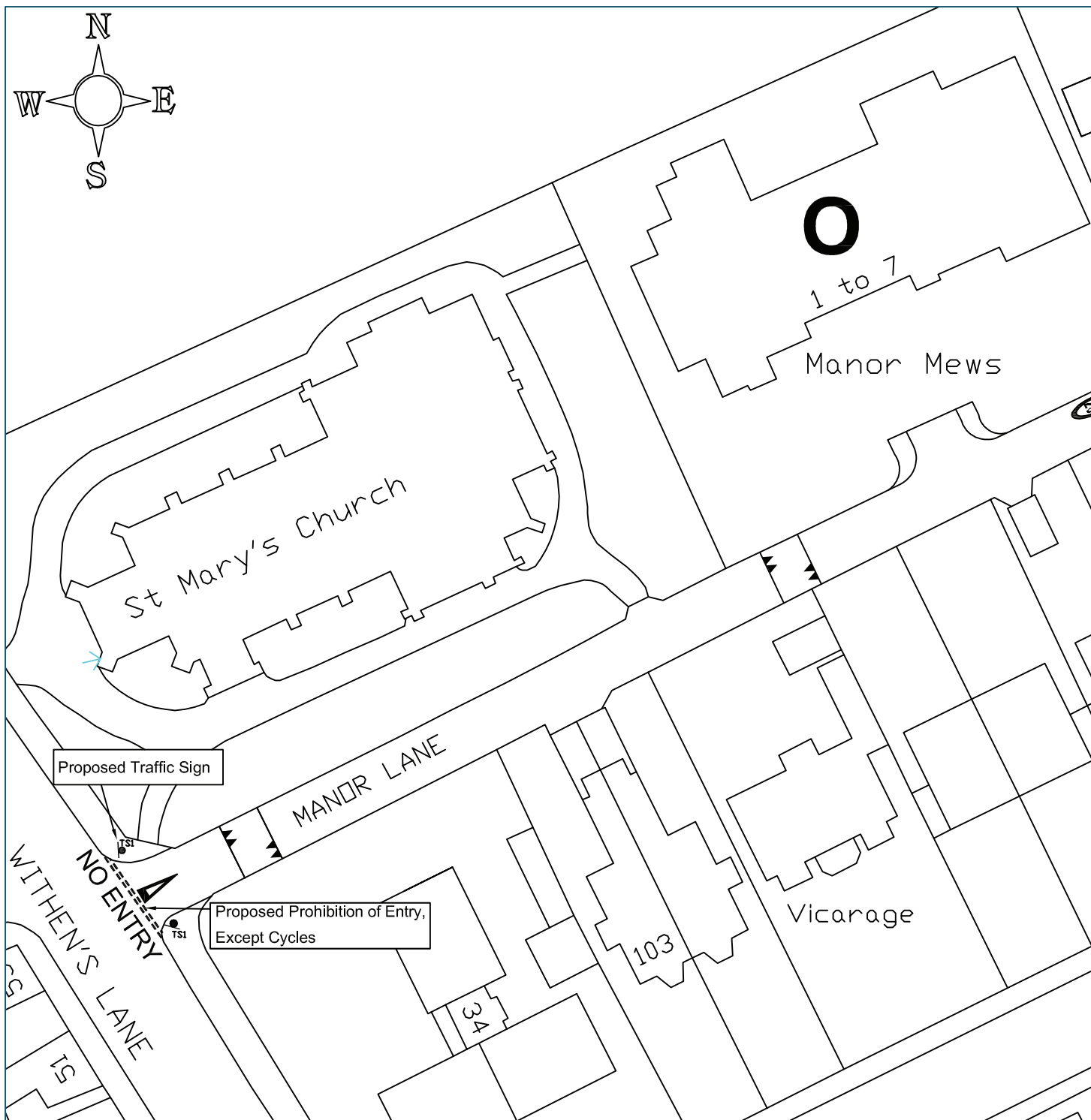
REFERENCE MATERIAL

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

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KEY:-

 Objector (No.4 Manor Mews)



WIRRAL

Technical Services Department

Chris McCarthy
Director

SAFER ROUTES TO SCHOOL SCHEME
MANOR LANE / WITHENS LANE
LISCARD / NEW BRIGHTON WARD
OBJECTION

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13 SEPTEMBER 2012

SUBJECT:	OBJECTIONS: PUFFIN CROSSING - SPITAL RD, SPITAL
WARD/S AFFECTED:	CLATTERBRIDGE WARD
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES COUNCILLOR HARRY SMITH
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections submitted against the proposal to introduce a Puffin Crossing on Spital Road, 100m west of its junction with Jocelyn Close, Spital.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 15th March 2012 Cabinet considered and approved this year's Local Transport Capital Programme. Identified within the programme was the proposal to introduce a Puffin crossing on Spital Road, Spital, which would be part funded from the Local Transport Capital Programme, 'Walking Strategy' - Pedestrian Signals' and 'School Travel Improvements - Safer Routes to School' sub-block allocation(s).
- 2.2 Following preliminary scheme design, consultation letters were delivered to residents of properties in the vicinity of the proposed scheme with details of the scheme proposals. Notices were erected on site and Party Spokespersons and Ward Members were informed.
- 2.3 Following this period of formal public consultation, two individual objections to the proposals were received. Further discussions with the objectors resulted in the withdrawal of one objection (from the resident of no.3 Spital Road, directly adjacent to the proposed Puffin Crossing). The remaining objector is the resident of no.5 Spital Road.
- 2.4 The content of the remaining objector's concerns along with a detailed response are as follows:
- 2.5 The objector is concerned that Spital Road is already heavily trafficked and the proposed Puffin Crossing will result in further congestion, creating

added difficulties for a vehicle reversing out of the driveway to no.5 Spital Road.

The operation of the proposed Puffin facility will be linked to the phasing of the traffic signals at the junction of Spital Road/Church Road to ensure the free flow of traffic on Spital Road is maintained. Natural gaps in traffic created by the operation of the signals could reasonably be expected to ease the reversing manoeuvre out of the objector's driveway.

Notwithstanding this, Officers who met with the objector to discuss these concerns, offered to give consideration to appropriate accommodation works to widen the verge-side vehicle crossing serving the objector's property to enable a reversing vehicle to manoeuvre off the highway and enter the highway in a forward gear. The objector has since reflected on that offer and subsequently declined it.

- 2.6 The objector also expressed concern that the 'audible devices' generally incorporated into all new signalised crossings to provide assistance for blind or partially sighted people would be heard from his property and create a nuisance.

Where residential property is close to the crossing they may be switched off at night by a timetabled command and are generally only operational between 8am and 8pm. Officers who met with the objector offered to visit the property to assess the volume of the audible devices and adjust them appropriately.

- 2.7 The objector has expressed the opinion that the area is over-saturated with commercial and anti-social activity associated with the two adjacent public houses, fast food establishment, shopping precinct and taxi operation and that the presence of the proposed Puffin Crossing would make matters worse.

The concerns expressed by the objector regarding anti-social behaviour have been forwarded to Wirral Anti-Social Behaviour Team for noting and action as appropriate.

The new Puffin Crossing will provide safe passage for pedestrians crossing Spital Road and ease access to local shops and adjacent bus stops and forms part of Wirral Council's ongoing commitment to encourage walking in the Borough through providing better environments where it is safe and attractive to do so and in line with the Council's Corporate Goals and Objectives to promote carbon friendly, sustainable and healthy alternative modes of transport.

- 2.8 Members should also be made aware that initial concerns were raised by Merseyside Fire & Rescue Service that the proposals could have a detrimental effect on attendance times for Clatterbridge Hospital and

Junction 4 of the M53 motorway during peak times. An Officer has since discussed the issue with The Operational Planning & Policy Team for Merseyside Fire & Rescue Service to explain the operational aspects of the Puffin Crossing and in particular the proposed linked phasing arrangement between the Puffin Crossing and the traffic signals at the junction of Spital Road/Church Road to ensure that free flow of traffic on Spital Road is maintained. At the time of writing Officers are awaiting confirmation in writing of the withdrawal of the objection intimated as a result of those discussions but expect to be in a position to report such to Members verbally at the meeting of the Highways Panel on 13th September 2012.

3.0 OTHER OPTIONS CONSIDERED

- 3.1 Consideration has been given to incorporating a pedestrian signal phase as part of the traffic signal arrangement at the junction of Spital Road/Church Road, however due to physical constraints a safe and appropriate crossing facility could not be incorporated without introducing considerable delay to vehicular traffic. Whereas pedestrians are able to cross at the signalised junction in stages utilising the existing refuge islands, site surveys reveal a greater number of pedestrians attempt to cross Spital Road unaided in the vicinity of the proposed Puffin Crossing facility.
- 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 twenty local residents 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, Emergency Services, the Freight Transport Association, the Road Haulage Association and Merseytravel. Notices were also posted on site.
- 5.2 Following submission of the objections, further discussion between the objector and Council Officers 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 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 £50,000, financed from the 2012/13 Local Transport Capital Programme - Pedestrian Signals and "Safer Routes to School" Programmes.

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 15th 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 reliance upon the private motor vehicle and 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 Puffin crossing, as shown on attached Drawing No.3575, be recommended to the Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

13.0 REASON/S FOR RECOMMENDATION

13.1 The provision of a Puffin Crossing facility in Spital Road will have a positive effect on assisting 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 pedestrian crossing facilities, such as Puffin 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:

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APPENDICES

Drawing No.3575 indicating the proposed layout of the Puffin Crossing.

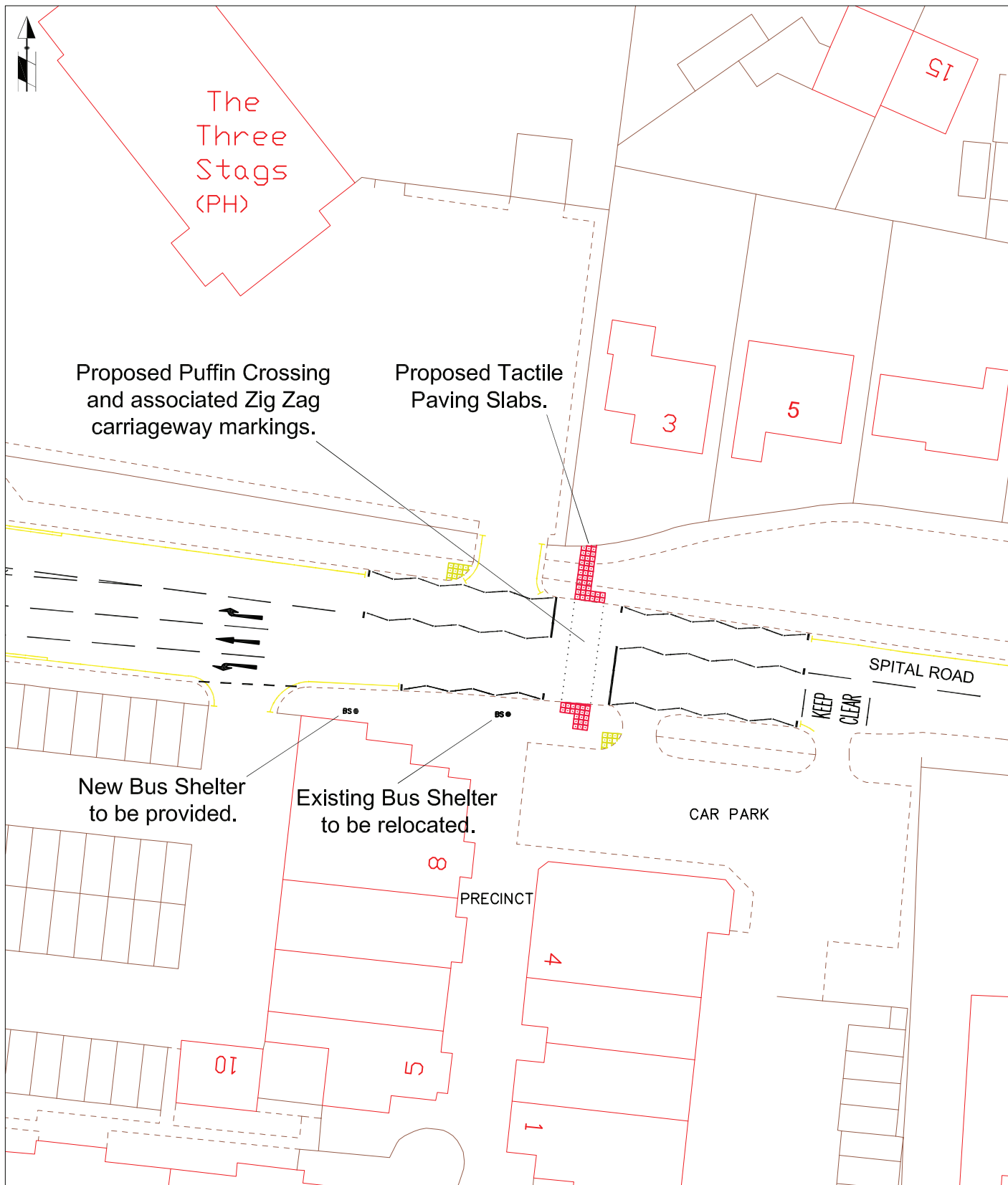
REFERENCE MATERIAL

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

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

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WIRRAL

Technical Services Department

OBJECTIONS
PROPOSED PUFFIN CROSSING
SPITAL ROAD / SHOPPING PRECINCT
(CLATTERBRIDGE)

Scale

1:500

Date

Page 21

Plan Ref No.

DTS/?????

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