



## Highways and Traffic Representation Panel

<b>Date:</b>	<b>Monday, 21 January 2013</b>
<b>Time:</b>	<b>2.00 pm</b>
<b>Venue:</b>	<b>Committee Room 2 - Wallasey Town Hall</b>

**Contact Officer:** Lyndzay Roberts  
**Tel:** 0151 691 8262  
**e-mail:** [lyndzayroberts@wirral.gov.uk](mailto:lyndzayroberts@wirral.gov.uk)  
**Website:** <http://www.wirral.gov.uk>

---

### 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 - 8)**

**3. PETITION - REQUEST FOR BLIND SPOT MIRROR FERNDALE AVENUE, HILLBARK ROAD, FRANKBY (Pages 9 - 20)**

This page is intentionally left blank

## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

21 JANUARY 2013

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

#### 1.0 EXECUTIVE SUMMARY

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

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 17<sup>th</sup> 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. As part of its £20,000 allocation the Bebington & Clatterbridge Area Forum selected the provision of a pedestrian refuge facility on Kings Road, Bebington near its junction with Bentfield Gardens.
- 2.2 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme and Christ Church, informing them of the proposal. Party Spokespersons and Ward Members were also informed of the proposal.
- 2.3 During this consultation period, several calls/letters of support were received, however two objections were also received from local residents.
- 2.4 At the meeting of this Panel on 13<sup>th</sup> September 2012, a report was to be presented on the objections received however, prior to consideration of the item, it was reported that an e-mail had been received on the same day from the Canon of Christ Church raising concerns regarding the impact the proposals would have on traffic and parking. In view of the concerns raised the Panel were asked if consideration of this item could be deferred to allow Officers to investigate the points raised.

2.5 Since the Panel meeting on 13<sup>th</sup> September Officers have met with representatives of Christ Church on site to discuss the proposals in detail. As a result, the Church representatives have provided written confirmation that they do not now object to the scheme.

2.6 However, the two original objections received remain unresolved and are considered in detail by this report. 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 and requested a pedestrian refuge be provided at this location. Several comments of support for the scheme have been received outlining the benefit of a pedestrian refuge at this location in relation to accessing the bus stops, the church and the newly constructed community centre. Site surveys confirm that many people cross Kings Road 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 trees will be removed nor affected as a result of proposals.**

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

**In order to safely accommodate the proposed pedestrian refuge island, the southbound bus stop is to be moved approximately eight metres from its current location. Although the bus stop is on the side of the road that does not have any residential properties adjacent, it will be located facing house numbers 116 & 118 on the opposite side of the road. These properties are set back from the road with a front garden and are 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 it is not used as a bus stop layover point.**

2.7 The refuge will cause queues of traffic when buses are stationary at the bus stop as cars will not be able to overtake the bus due to the position of the refuge.

**The proposed refuge and relocated southbound bus stop have been positioned so as to minimise any potential disruption to traffic should a bus be stationary at the bus stop. Computerised swept vehicle-paths confirm that a car will still be able to negotiate the refuge island and pass a stationary bus in either direction.**

2.8 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 to the off-street Community Centre/Church car park.**

### **3.0 RELEVANT RISKS**

- 3.1 Failure to undertake the scheme will result in a lost opportunity to improve safety for pedestrians crossing Kings Road to access local shops, 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 and Christ Church, 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 receipt of the objections, discussions between the objectors and Council Officers have taken place to try and resolve the objectors concerns. Those concerns have subsequently been carefully considered and are detailed in 2.1 - 2.8 above.
- 5.3 As requested by this Panel, further consultation has since been undertaken with the representatives of Christ Church following receipt of concerns raised by the Canon of Christ Church.
- 5.4 This scheme was identified by the Bebington & Clatterbridge 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 15<sup>th</sup> 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 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 Officers, 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  
Telephone: (0151) 606 2437  
Email: [leebailey@wirral.gov.uk](mailto:leebailey@wirral.gov.uk)

## **APPENDICES**

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

## **REFERENCE MATERIAL**

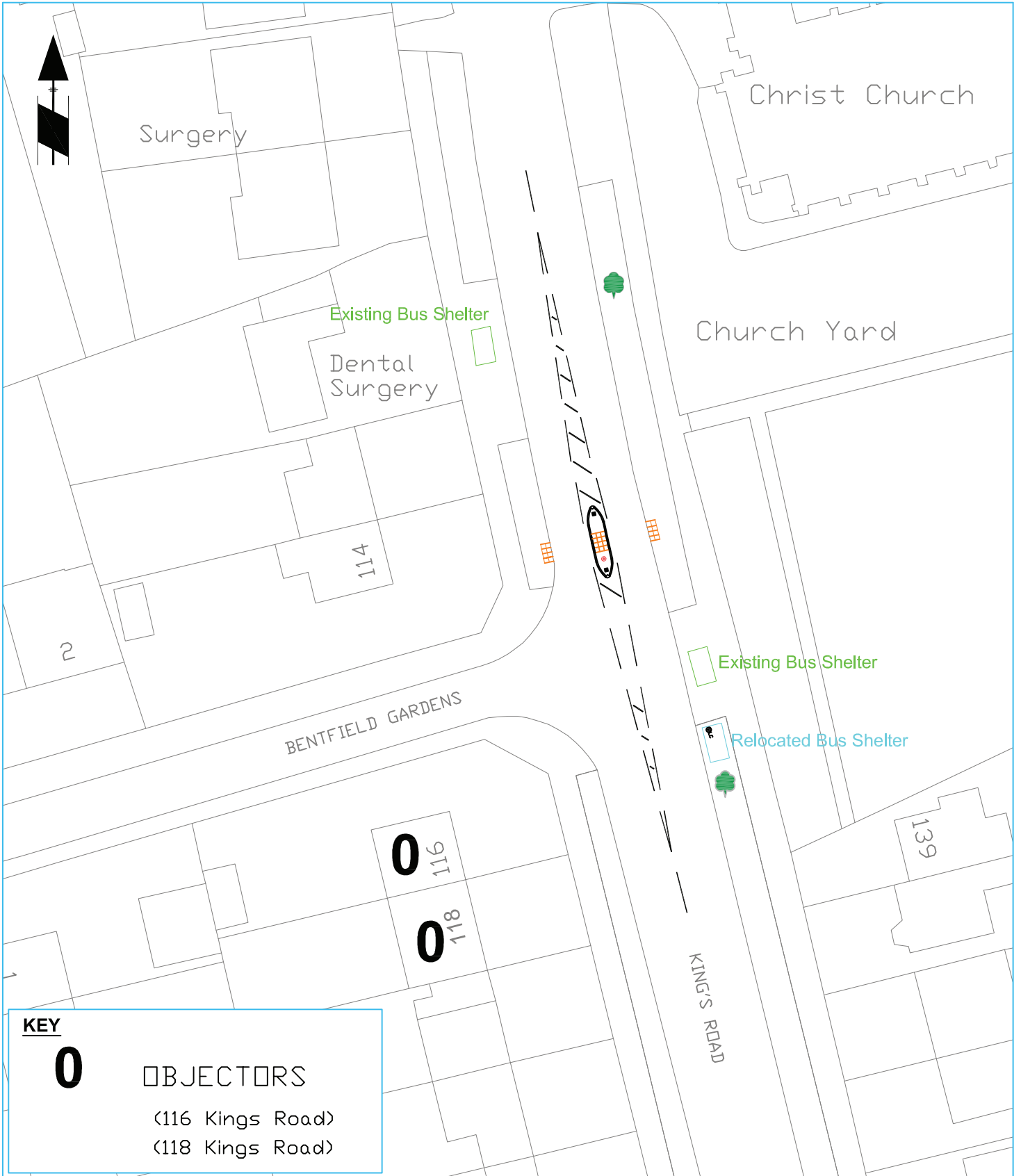
Letters and emails from residents objecting to the scheme have been used in the preparation of this report.

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>

This page is intentionally left blank





**KEY**

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



Technical Services Department  
 Chris McCarthy  
 Director

KINGS ROAD / BENTFIELD GARDENS  
 PROPOSED PEDESTRIAN REFUGE  
 BEBINGTON WARD  
 OBJECTIONS

This page is intentionally left blank

## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

21 JANUARY 2013

<b>SUBJECT:</b>	<b>PETITION – REQUEST FOR BLIND SPOT MIRROR FERNDALE AVENUE, HILLBARK ROAD, FRANKBY</b>
<b>WARD/S AFFECTED:</b>	<b>GREASBY, FRANKBY AND IRBY WARD</b>
<b>REPORT OF:</b>	<b>INTERIM DIRECTOR OF TECHNICAL SERVICES</b>
<b>KEY DECISION?</b>	NO

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 30 signature petition requesting the installation of a highway 'Blind Spot' mirror at the junction of Hillbark Road with Ferndale Avenue, Frankby.

#### 2.0 BACKGROUND

- 2.1 A petition has been received signed by 30 residents and visitors to Ferndale Avenue and Hillbark Road, Frankby, requesting the installation of a mirror to facilitate a safer exit from Ferndale Avenue onto Hillbark Road.
- 2.2 Ferndale Avenue, Frankby is a short cul de sac serving some 15 properties within a semi rural area. It has a give way priority junction with Hillbark Road. Hillbark Road being the major road has a 30 mph speed limit in force and there are no footways on either side. Ferndale Avenue has footways on both sides. However, visibility is restricted in both directions for vehicles exiting Ferndale Avenue into Hillbark Road.
- 2.3 The National Speed limit (60mph) on Hillbark Road was reduced in 2009 when the current speed limit of 30mph was implemented following concerns raised by residents.
- 2.4 The personal injury collision data base has been interrogated and there have been no personal injury collisions at this junction in the period since 1989 that records are available.
- 2.5 Maintenance costs for highway mirrors are higher than for other traffic signs as regular cleaning is required to ensure it is kept clear of any visual obstruction.
- 2.6 The Council frequently receives requests for the erection of highway mirrors. Pursuing authorisation with the DfT to erect a mirror at this location may lead to increased requests to erect traffic mirrors in other parts of the borough.

#### 3.0 NATIONAL GUIDANCE

- Mirrors are classified as a type of road traffic sign. As they are not prescribed in the Traffic Signs Regulations and General Directions (TSRG) their use on the highway is subject to special authorisation by the Department for Transport (DfT).

- All requests for special authorisation to enable the placement of a mirror in the highway are assessed by the DfT in accordance with Internal Advice Note 3/81.
- The DfT does not encourage mirrors on the highway. Special authorisation will only be considered for junctions in rural/semi rural locations where visibility is virtually nil. As a rule there will also be evidence of accidents related to poor visibility and high speed crossing traffic at locations where a mirror is being requested.
- Ultimately, the responsibility for deciding whether any road traffic sign or mirror is needed to maintain safety at a particular location rests with the appropriate local authority. If the authority is satisfied that the location meets the criteria set out by the DfT, is able to demonstrate that visibility cannot be improved by other means (such as removal of vegetation) and is satisfied the inherent drawbacks (see 14.2 (a-f)) will not outweigh benefits to road users, then the DfT will consider authorisation for use of a mirror at that particular location.
- Special authorisations are normally granted by the DfT for a trial period of 12 months after which a local authority is required to either remove the mirror or apply for the mirror to be erected on a permanent basis. All applications for the permanent erection of a mirror must be submitted to the DfT along with the following information.
  - a) Details of the mirror's effectiveness in all weathers.
  - b) Any complaints from motorists that the mirror is confusing.
  - c) Any report of difficulty by a driver in judging both the speed and distance of reflected vehicles.
  - d) Any problems with glare or sunlight.
  - e) Any report of damage by an accident or vandalism.
  - f) Whether it has been necessary to clean the mirror during the last 12 months.

#### **4.0 RELEVANT RISKS**

4.1 None identified.

#### **5.0 OTHER OPTIONS CONSIDERED**

5.1 The residential properties on each corner of Ferndale Avenue at its junction with Hillbark Road have been approached with a request to remove part of the hedge and vegetation along the boundary of each property with the highway to improve visibility for vehicles emerging from Ferndale Avenue.

5.2 The occupier of No. 177 Hillbark Road has responded indicating that they are willing to remove some of the foliage within their property but do not consider that it will make a great deal of improvement to visibility at the junction.

5.3 The occupier of No 175 Hillbark Road has indicated that he is not willing to remove part of his hedge.

#### **6.0 CONSULTATION**

6.1 The lead petitioner has been contacted when it was explained that based on current guidance the Council does not have a policy of erecting Blind Spot mirrors on the public highway and based on evidence available that this particular site was unlikely to gain DfT authorisation for the erection of such a mirror.

## **7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

7.1 There are no specific implications under this heading arising from this report.

## **8.0 RESOURCE IMPLICATIONS, FINANCIAL, IT, STAFFING AND ASSETS**

8.1 There are no implications arising under this heading from the recommendation of the report, however, should the authority ultimately decide to seek DfT authorisation to site a traffic mirror at this location, the application will be subject to the submission of evidence that would include site visit observations, review of the accident history and consideration of alternative measures to improve visibility. In addition to the installation costs of installing a mirror, traffic mirrors also require regular inspections to ensure they are correctly aligned and therefore reflecting the desired image. Regular cleaning is also required to ensure that the mirror is free from dirt and graffiti.

## **9.0 LEGAL IMPLICATIONS**

9.1 Should a mirror be erected on the highway the Council could be held liable should the mirror be cited as a contributory factor in a road traffic collision.

## **10.0 EQUALITIES IMPLICATIONS**

10.1 Equality Impact Assessment (EIA).

a) Is an EIA required? NO

## **11.0 CARBON REDUCTION IMPLICATIONS**

11.1 There are no carbon reduction implications arising.

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **13.0 RECOMMENDATION**

13.1 The report recommends that the Panel note the petition but recommends to Sustainable Communities Overview and Scrutiny Committee that no further action be taken to pursue the erection of a highway blind spot mirror on the highway at this location.

## **14.0 REASON FOR RECOMMENDATION**

14.1 There is no evidence to suggest that mirrors make a positive contribution to road safety and there are concerns relating to maintenance and liability in the event of a collision.

14.2 Many authorities do not support the use of mirrors in the highway. This is due to a number of safety issues which may arise from their use

- a) Distortion of reflected image.
- b) Glare from sunlight or headlamps.
- c) Ineffectiveness during bad weather (rain, snow, frost).
- d) Difficulty in realising speed of an approaching vehicle from a mirror image.

- e) Maintenance at a suitable height for approaching drivers may be subject to vandalism and would require high maintenance levels to keep them clean and free from visual obstruction.
- f) Reliance on the mirror's restricted image may compromise the safety of other road users particularly motorcyclists, cyclists and pedestrians whose image may not appear in the mirror.

- 14.3 The location currently has an very good accident record. The erection of a mirror has the potential to contribute towards a traffic collision for the reasons set out in 14.2 (a-f).
- 14.4 There are potential liability implications of placing a mirror on the highway in the event of it being noted as a contributory factor in a traffic collision.

**REPORT AUTHOR: PAUL BARTON**  
 Traffic and Transportation Division  
 telephone: (0151) 606 2102  
 email: [paulbarton@wirral.gov.uk](mailto:paulbarton@wirral.gov.uk)

**APPENDICES**

Drawing No. DTS/2/12 indicating the location the petition refers to.

**REFERENCE MATERIAL**

Department for Transport Internal Advice Note 3/81  
 DfT email 24/12

**SUBJECT HISTORY (last 3 years)**

Council Meeting	Date

## Equality Impact Assessment Toolkit (from May 2012)

### Section 1: Your details

**EIA lead Officer:** Mark Smith

**Email address:** marksmith@wirral.gov.uk

**Head of Section:** Mike Peet

**Chief Officer:** Chris McCarthy

**Department:** Technical Services

**Date:** 14 December 2012

### Section 2: What Council proposal is being assessed?

**Request for Blind Spot Mirror – Ferndale Ave, Hillbark Rd, Frankby**

### Section 2b: Will this EIA be submitted to a Cabinet or Overview & Scrutiny Committee?

Yes / No

If 'yes' please state which meeting and what date

.....NO.....

Please add hyperlink to where your EIA is/will be published on the Council's website (see your Departmental Equality Group Chair for appropriate hyperlink)

.....<http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/technical-services-0>.....

**Section 3:** Does the proposal have the potential to affect..... (please tick relevant boxes)

- Services**
- The workforce**
- Communities**
- Other** (please state eg: Partners, Private Sector, Voluntary & Community Sector)

If you have ticked one or more of above, please go to section 4.

- None** (please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)

**Section 4:** Does the proposal have the potential to maintain or enhance the way the Council ..... (please tick relevant boxes)

- Eliminates unlawful discrimination, harassment and victimisation
- Advances equality of opportunity
- Fosters good relations between groups of people

If you have ticked one or more of above, please go to section 5.

- No** (please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)



**Section 5:**

**Could the proposal have a positive or negative impact on any of the protected groups (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation, marriage and civil partnership)?**

**You may also want to consider socio-economic status of individuals.**

**Please list in the table below and include actions required to mitigate any potential negative impact.**

<b>Which group(s) of people could be affected</b>	<b>Potential positive or negative impact</b>	<b>Action required to mitigate any potential negative impact</b>	<b>Lead person</b>	<b>Timescale</b>	<b>Resource implications</b>

**Section 5a:**        **Where and how will the above actions be monitored?**

**Section 5b:**        **If you think there is no negative impact, what is your reasoning behind this?**

**Section 6:** **What research / data / information have you used in support of this process?**

**Section 7:**        **Are you intending to carry out any consultation with regard to this Council proposal?**

**Yes / No** – (please delete as appropriate)

**If ‘yes’ please continue to section 8.**

**If ‘no’ please state your reason(s) why:**

(please stop here and email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for publishing)

## **Section 8: How will consultation take place and by when?**

Before you complete your consultation, please email your preliminary EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer in order for the Council to ensure it is meeting it's legal requirements. The EIA will be published with a note saying we are awaiting outcomes from a consultation exercise.

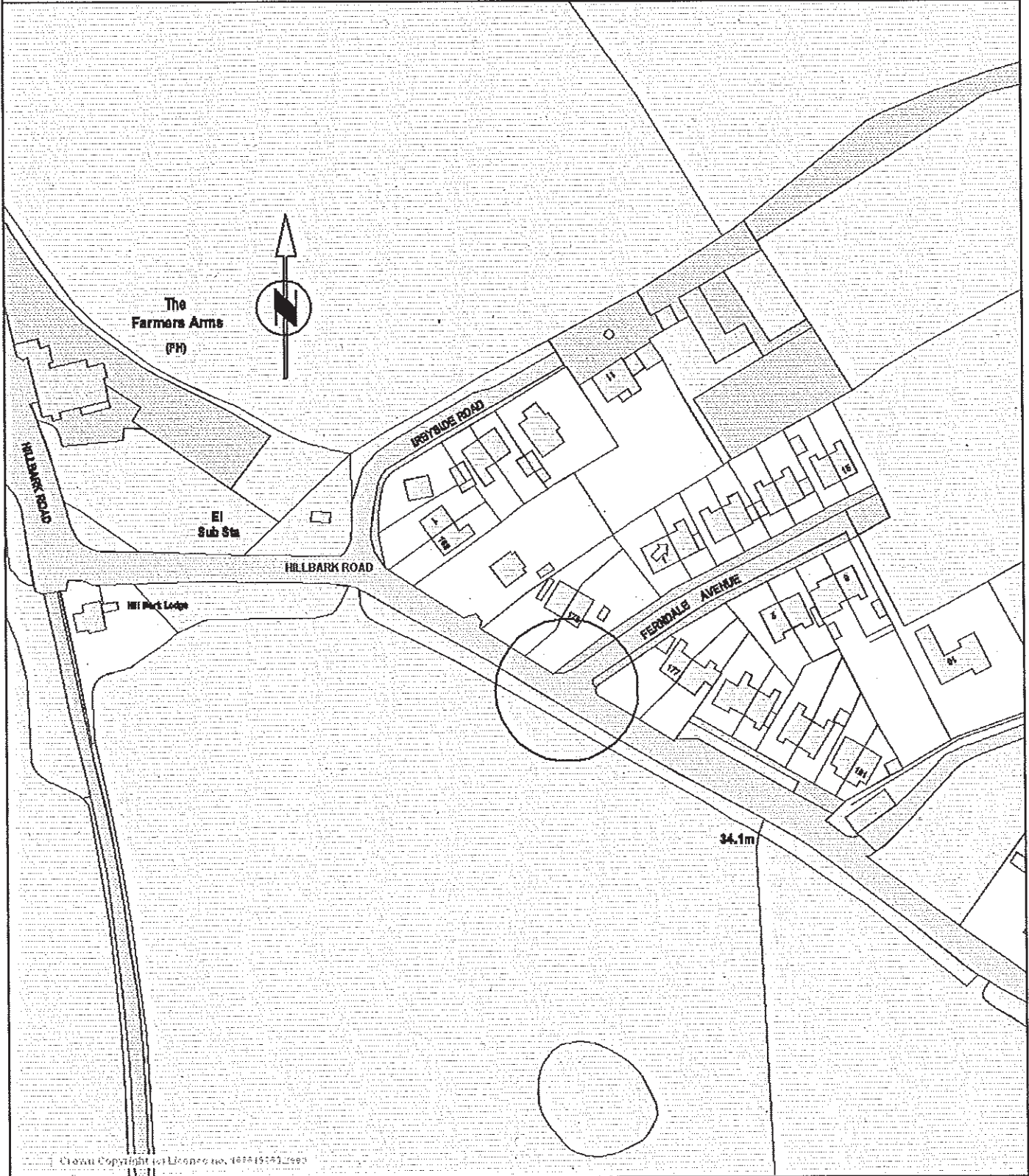
Once you have completed your consultation, please review your actions in section 5. Then email this form to your Chief Officer who needs to email it to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) for re-publishing.

## **Section 9: Have you remembered to:**


- a) **Add appropriate departmental hyperlink to where your EIA is/will be published (section 2b)**
- b) **Include any potential positive impacts as well as negative impacts? (section 5)**
- c) **Send this EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer?**
- d) **Review section 5 once consultation has taken place and sent your completed EIA to [equalitywatch@wirral.gov.uk](mailto:equalitywatch@wirral.gov.uk) via your Chief Officer for re-publishing?**

This page is intentionally left blank

Petition- Request for Highway Mirror, Ferndale Avenue/Hillbark Road, Frankby



Crown Copyright (or Licensee no. 100019803) 2011

	© Crown copyright and database rights 2011 Ordnance Survey 100019803	Scale 1/1579 Centre = 324694 E 386282 N PB
Date 14/12/2012	Dept: TECHNICAL SERVICES Section: TRAFFIC AND TRANSPORTATION	Phone: 0151 606 2102 Fax: DTS/2/12

This page is intentionally left blank