



Highways and Traffic Representation Panel

Date:	Monday, 7 September 2015
Time:	09:30am
Venue:	Committee Room 3 - Wallasey Town Hall

Contact Officer: Victoria Rainsford
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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: OFF ROAD SEGREGATED AND UNSEGREGATED CYCLEWAY/ FOOTPATH (Pages 1 - 8)

3. OBJECTIONS: PROPOSALS TO PROVIDE A PEDESTRIAN REFUGE ISLAND, CLAREMOUNT ROAD, LISCARD (Pages 9 - 16)

4. OBJECTIONS: PROPOSALS TO PROVIDE A PEDESTRIAN REFUGE ISLAND, WALLASEY VILLAGE (Pages 17 - 22)

5. OBJECTIONS: SIGNALISED PEDESTRIAN CROSSING PHASE, THE WIEND/ BROMBOROUGH ROAD (Pages 23 - 28)

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	A41 - CROFT RETAIL PARK LINK
WARD/S AFFECTED:	BROMBOROUGH WARD
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report considers objections to proposals to provide off-road segregated and unsegregated cycleway/footpath(s) and signalised crossing improvements along the A41 between Port Causeway and Croft Retail Park as shown on plan DC/0108/100. These proposals form part of Wirral Council's 2015/16 Sustainable Transport Enhancement Package (STEP) Capital Programme of works agreed by Cabinet at its meeting of 20th July 2015.

2.0 BACKGROUND AND KEY ISSUES

2.1 On the 17 April 2015, the Liverpool City Region Combined Authority approved the Major Scheme Business Case 'A STEP Change for Growth' for the Sustainable Transport Enhancements Package (STEP) to enable scheme promoters to draw down allocated Growth Deal funding to commence the delivery of STEP schemes. Cabinet subsequently gave approval to accept £1,700,000 of STEP capital funding for Wirral with £900,000 allocated for 2015/16 and £800,000 in 2016/17.

2.2 The proposed works as shown on plan DC/0108/100, form part of the 2015/16 STEP allocation and will link with several similar cycle improvements recently completed along the A41 corridor (1,874m of segregated and 1,384m of unsegregated cycle facilities) and further works that are proposed as part of Wirral Council's 2015/16 Integrated Transport Block (ITB) Capital Programme of works (1,188m of segregated and 272m of unsegregated cycle facilities), [Minutes 35 and 36 refer].

3.0 OBJECTIONS

3.1 Whilst welcoming the provision of improved off-road access to the retail park, a representative of the Wirral Society of the Blind and Partially Sighted on the Wirral Pedestrian Forum has objected to the principle of unsegregated cycleways and footpaths as they believe they pose a danger to visually

impaired people who are unaware of the approach of cyclists and cannot take action to avoid them. An objection has also been received on behalf of two residents of no.459 New Chester Road who are registered blind, expressing similar concerns.

In response; these proposals will provide for 935m of segregated (not unsegregated) cycleway / footway, delineated by a continuous raised marking (150mm in width) that is easily detected by blind and partially-sighted pedestrians. The exception will be just 2 short lengths (22m and 60m) where (due to site constraints) it will not be physically possible to do so. Additional advisory signing will therefore be erected asking cyclists to 'share with care' as recommended by 'Sustrans' the National Cycling Charity. In accordance with the provision of specific tactile paving will also inform blind and partially-sighted pedestrians entering a section of footpath where they would be expected to share with cyclists.

- 3.2 Objections have been received from the residents of no.405 and no.411 New Chester Road who are concerned that pedestrians would be at risk of collision with cyclists upon walking out onto the footway from their own garden path.

In accordance with Department for Transport (DfT) advice, the segregated cycleway element of the arrangement is located on the carriageway side to reduce the potential for cyclists coming into conflict with drivers or pedestrians exiting from private premises along the route. This arrangement also avoids placing pedestrians between cyclists and motor vehicles and makes it easier for cyclists to leave or join the carriageway.

- 3.3 An objection has been received from the resident of no.505 New Chester Road who is concerned that the bus stop layby arrangement outside his property is to be removed and the bus stop relocated onto the main carriageway. The objector is concerned that when a bus is stationary at the stop this will block the junction and cause chaos and as the road is never quiet it is likely to happen frequently.

In response; the current bus stop layby arrangement is of insufficient width to allow a bus to fully pull in safely out of the running carriageway of the A41. To pass a bus at the stop, vehicles travelling south in the inside lane of the A41 have to move into the offside lane to pass, often resulting in conflict and near misses. It should be noted that there are numerous other 'on carriageway' bus stop arrangements along the length of the A41 that operate under similar conditions to that proposed and are generally favoured by bus companies for reasons of safety and operational efficiency. Merseytravel have been formally consulted and are in favour of the proposals.

- 3.4` The resident of no.505 has also suggested that the route should bypass all the houses and traffic on the New Chester Road via Stadium Road, re-joining it again at the Village Hotel junction.

In response, the proposed works are an integral link with several similar improvements recently completed along the A41 corridor and further works that are proposed as part of Wirral Council's 2015/16 Integrated

Transport Block (ITB) Capital Programme of works to assist commuter cyclists. Options to provide additional facilities to assist cyclists via Stadium Road are also currently under preliminary design as part of Wirral Council's 2015/16 Sustainable Transport Enhancement Package (STEP) Capital Programme of works for 2016/17.

- 3.5 The objector from no.505 is also concerned that the proximity of the driveway to no.505 and no.503 will create an unsafe situation as not all cyclists will be riding slowly along the proposed cycleway and looking out for reversing vehicles. The objector is also concerned that the layby that currently allows them the space to reverse into their driveway is to be removed and may require them to reverse out blindly onto the main road.

In response, the resident of no.505 currently reverses into his driveway from a static position within the bus layby. With the proposed removal of the layby, consideration will be given to incorporating an elongated dropped kerb arrangement into the scheme design to allow such a manoeuvre to continue from a clearly defined position off the running carriageway and without impeding the proposed cycleway.

- 3.6 An objection to the scheme has been received from a resident of 189 Hillbark Road, Frankby who states that they would 'not use the route because of this danger plus the stopping and starting causing me to interrupt my journey. I would be much safer and would have an uninterrupted passage along the A41'.

In response; current legislation does not permit formalised priority for cyclists across side roads unless very specific conditions can be met. In order to achieve those conditions, any such priority crossing can only be provided if the length of the road which is to be crossed consists of a road hump extending across the full width of the carriageway and is constructed pursuant to (a) section 90A of the Highways Act 1980(a) and in accordance with the Highways (Road Humps) Regulations 1999(b). A second 'set' of give-way markings must be provided, set back to accommodate at least one full vehicle, to ensure that any vehicle(s) waiting to turn out of the minor road do not impede the cycleway and any vehicle turning into the side road can stop at the give-way without any part of the vehicle(s) remaining in the running carriageway of the main road. It is not physically possible to meet those conditions at any of the uncontrolled (non-signalised) side roads along this section of the A41. At each of the signalised junctions an individual assessment has been undertaken to determine the safest, most appropriate way to allow cyclists to negotiate the junction. At the majority of the signalised junctions, to speed the passage of the cyclist through the junction, the cyclist is formally required to 'give-way' rather than bringing the cyclist under signalised control.

4.0 RELEVANT RISKS

- 4.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

5.0 OTHER OPTIONS CONSIDERED

5.1 None. The proposed scheme addresses the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives.

6.0 CONSULTATION

6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

7.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

7.1 None.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

8.1 All groups will benefit from improved road safety and access to opportunity.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 The cost of implementing these works is approximately £200,000 which will be funded from the 2015/2016 Sustainable Transport Enhancement Package (STEP) Capital Programme of works. Existing staff will be used to undertake the work.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating that there are no negative implications associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

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

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

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

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

- a) Note the objections received and the Officers' responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as shown on attached drawing no. DC/0108/100 is approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 To ensure that the Wirral element of the Liverpool City Region's STEP programme delivers against the aims and objectives identified in the STEP Major Scheme Business Case, in recognition of transport as an enabler of economic growth in the City Region.

REPORT AUTHOR: Mark Redman
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APPENDICES: Drawing no. DC/0108/100.

BACKGROUND PAPERS/REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

<http://www.merseytravel.gov.uk/about-us/local-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

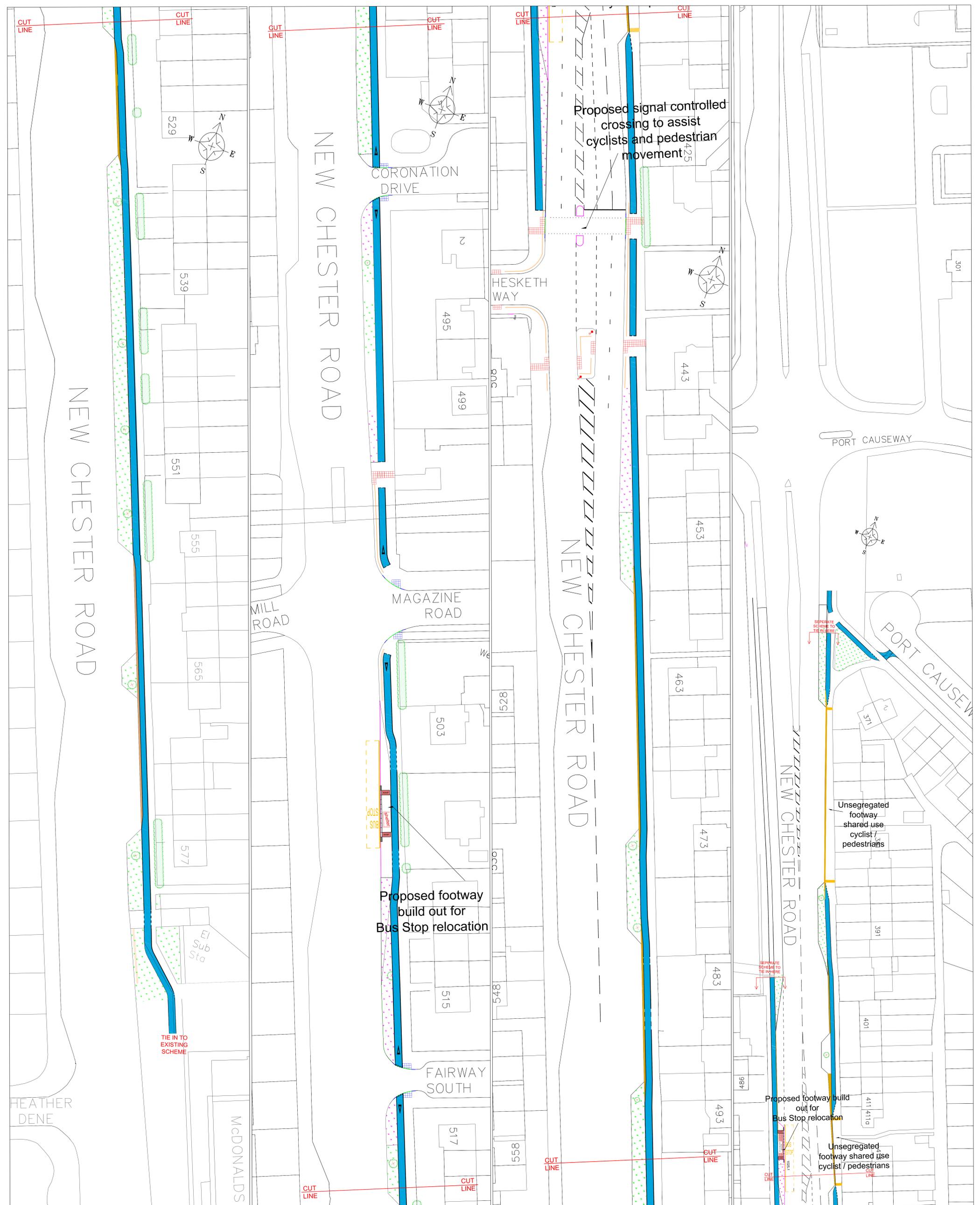
BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
SUSTAINABLE TRANSPORT ENHANCEMENTS PACKAGE (STEP)	20th July 2015
Cabinet - TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16	20th July 2015

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**New Chester Road
Bromborough
Measure to Improve Safety for Cyclists and Pedestrians**

Regeneration & Environment Directorate

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KEY;		
Segregated Cycleway		Grass Verge

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	CLAREMOUNT ROAD, LISCARD
WARD/S AFFECTED:	WALLASEY WARD
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to proposals to provide a pedestrian refuge island adjacent to no.26 and no.28 Claremount Road, Liscard as shown on plan no. DC/0107/100.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 Following a public consultation exercise undertaken in 2011/12 and a number of public meetings between 2011-13; a series of improvement works were agreed at the junction of Claremount Road / Broadway aimed at improving safety for pedestrians crossing at the junction of Claremount Road / Broadway following the opening of the 'St Hilary's Group Practice' Medical Centre.
- 2.2 In March 2015, the majority of those improvement works were constructed on site as part of the 2014/15 Integrated Transport Block (ITB) Capital Programme of works carried forward for delivery from 2013/14.
- 2.3 Due to unresolved objections raised by the resident of no.30 Claremount Road however, work to construct a pedestrian refuge island on Claremount Road was not progressed at that time. Following advice taken from Council Solicitors, it was determined that, due to the length of time elapsed, a further consultation exercise should be undertaken to reconfirm the objection(s) initially received and to seek any potential new objections to that element of the scheme.

3.0 OBJECTIONS

- 3.1 Following recent consultation, an objection has again been received from the resident of no.30 Claremount Road, concerned that there will be reduction in on-street parking places on Claremount Road. The objector is concerned that no.26 and no.28 Claremount Road have as many as 4 cars and still need on-street parking despite adaptations that have been made to accommodate their vehicles off-road. The objector has also expressed an opinion that local parking

congestion has been exacerbated by the building of 4 large schools in the Wallasey Village area, together with a new doctor's surgery on Broadway.

In response; the proposed refuge island is located adjacent to no.26 and no.28 Claremount Road and will mean that on-street parking directly outside either properties would no longer be possible. However, both no.26 and no.28 Claremount Road have off-street parking for several vehicles, with access via Broadway Avenue to the side / rear of no.26 and with no.28 enjoying access to a garage and a long driveway that can accommodate a number of vehicles.

- 3.2 An objection has also been received from the resident of no.26 Claremount Road who is also concerned that there will be reduction in on-street parking places on Claremount Road and feels that the proposed refuge island would be located in a dangerous position. The objector has stated that they have 4 to 5 cars in the household and that as their neighbours (no.28) park on the roadside as well as the driveway they are concerned that there is a risk pedestrians will be trying to cross in-between parked cars and to a very small island.

In response; observations made on several site visits suggest that on-street parking outside either property is rare, possibly as it is clear that such vehicles would be positioned directly opposite the junction of Broadway and would also restrict visibility for vehicles emerging from Broadway Avenue. Bearing this in mind, the effective net reduction in available safe and responsible on-street parking created by these proposals is considered to be minimal.

- 3.3 Whilst in agreement that an improvement to assist pedestrians crossing is a good idea, the resident of no.26 has suggested an alternative location for the refuge island adjacent to 'Rob's Garage' and St Hilary's Church that should be considered where the objector considers there is a wider, safer, clearer area away from parked vehicles.

In response; it would not be possible to position the proposed refuge adjacent to 'Rob's Garage' and St Hilary's Church without severely affecting daily operational aspects of the garage. Positioned adjacent to no.26 and no.28 however, the carriageway is significantly wider and would better serve the pedestrian desire line from St Georges School.

- 3.4 The objector is also concerned that a bus stopped at the bus stop adjacent to no.32 Claremount Road will create a tail-back of traffic and / or block visibility for pedestrians crossing to the proposed pedestrian refuge island.

In response; the bus stop is located on the boundary between no.32 and no.34 Claremount Road, approx. 30m distant from the point of crossing to the proposed pedestrian refuge island. Computerised vehicle-tracking software has been used to ensure vehicles can still safely negotiate a bus stationary at the bus stop. The proposed design has also been checked to ensure the wet-weather stopping distances as required by the Highway Code can be achieved.

- 3.5 An objection has also been received on behalf of the Merseyside Cycling Campaign (Wirral Group), who consider it will create a pinch point for cyclists and because there are no advance warning signs or road markings.

In response; the carriageway width between kerb and the proposed refuge island is 4.8m (both sides). This width is in excess of that recommended by current Department for Transport design advice and best practice to allow a car to safely overtake a cyclist in the 'secondary' riding position (roughly 1m to the left of the traffic flow and 0.5m to the kerbside). In view of the above; any signing to warn of hazards and / or guide vehicle positioning is considered unnecessary. All road markings proposed as part of this scheme are in full accordance with the requirements of the Traffic Signs Regulations and General Directions 2002 and The Traffic Signs Manual, Chapter 5 - Road Markings.

4.0 RELEVANT RISKS

- 4.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

5.0 OTHER OPTIONS CONSIDERED

- 5.1 None. The proposed scheme addresses the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives.

6.0 CONSULTATION

- 6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. Consultation was also undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

7.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

- 7.1 None.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 All groups will benefit from improved road safety and access to opportunity.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

- 9.1 The cost of implementing these works is in the region of £50,000 which is funded from the 2014/2015 Integrated Transport Block (ITB) Capital Programme of works. Existing staff will be used to undertake the work.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating that there are no negative implications associated with the implementation of these proposals on the ‘protected characteristics’, may be accessed via the following link;

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

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

12.1 The proposed scheme will help to support active travel modes and therefore contribute towards a reduction in CO2 emissions which is a key priority within the Transport Plan for Growth.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

- a) Note the objections received and the Officers’ responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposal as shown on attached drawing no. DC/0107/100 is approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 To support the priorities of the Liverpool City Region Transport Plan for Growth and the Council’s existing Corporate Goals and Objectives.

REPORT AUTHOR: Mark Redman

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APPENDICES: DC/0107/100

BACKGROUND PAPERS/REFERENCE MATERIAL

Liverpool City Region Combined Authority - ‘A Transport Plan for Growth’

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

<http://www.merseytravel.gov.uk/about-us/local-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

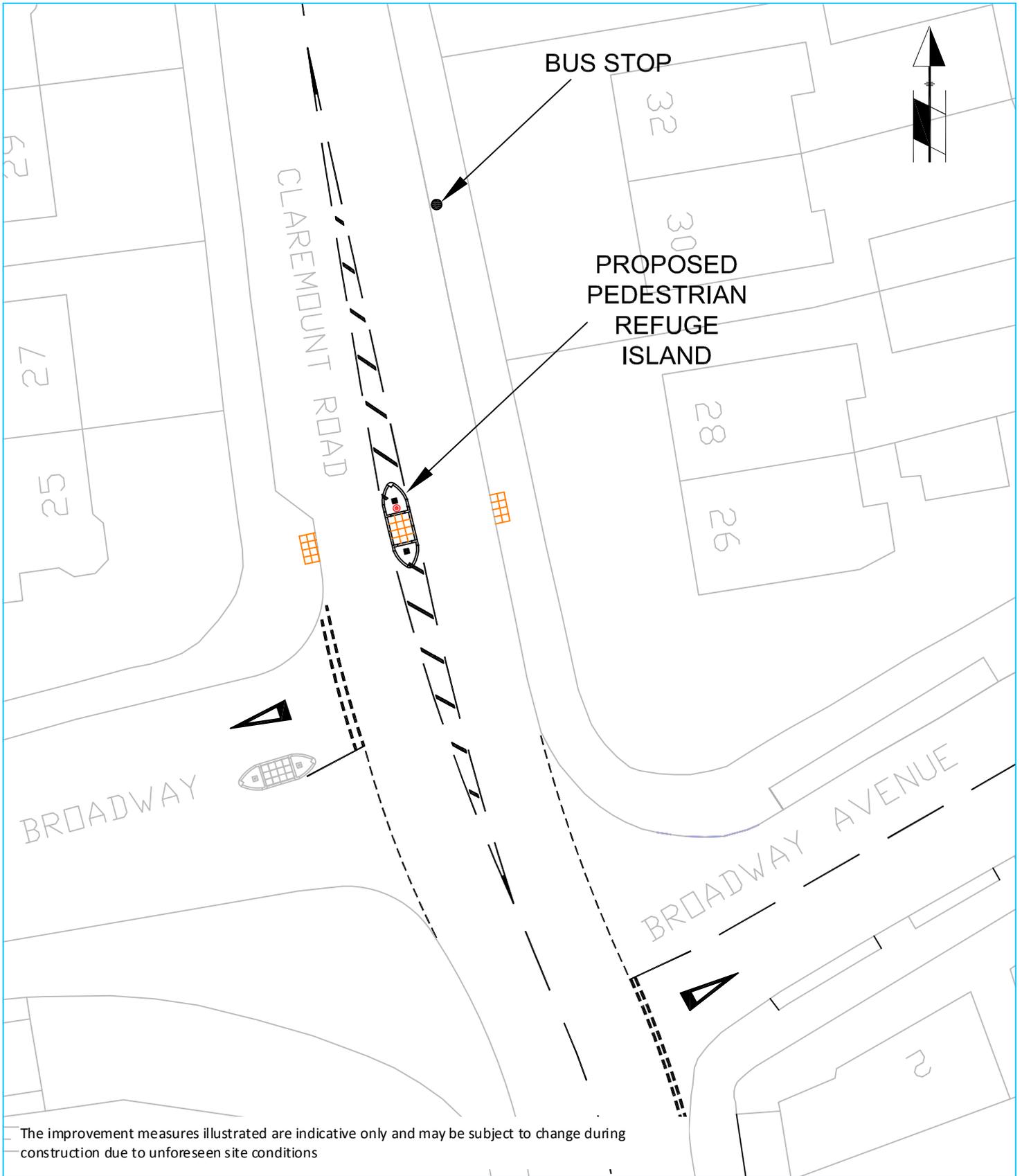
BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16	20th July 2015

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The improvement measures illustrated are indicative only and may be subject to change during construction due to unforeseen site conditions



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PROPOSED PEDESTRIAN REFUGE ISLAND
 CLAREMOUNT ROAD / BROADWAY
 WALLASEY VILLAGE
 WALLASEY

1-3

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	WALLASEY VILLAGE, WALLASEY
WARD/S AFFECTED:	WALLASEY WARD
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report considers objections received to proposals to provide a pedestrian refuge island to replace the existing traffic splitter-island on Wallasey Village adjacent to its junction with Beechwood Avenue, Wallasey as shown on plan no. DC/0111/100.

2.0 BACKGROUND AND KEY ISSUES

2.1 On the 21st November 2014, the Liverpool City Region Combined Authority awarded £1,058,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.

2.2 The proposed scheme forms part of the 2015/16 Integrated Transport Block (ITB) Capital Programme of works subsequently agreed by Cabinet at its meeting of 20th July 2015 [Minute 36 refers].

3.0 OBJECTIONS

3.1 An objection to the scheme has been received by Merseyside Cycling Campaign (Wirral Group) as they consider 'a pinch point would be created for cyclists between the nearside kerb and the refuge island' and additional features such as 'warning signs and / or road markings' are required.

In response; the available carriageway width between the proposed pedestrian refuge island and nearside kerb build-out(s) will be 4m, the recommended minimum width at localised narrowings in accordance with current Department for Transport advice and best practice. In view of the above; any signing to warn of hazards and / or guide vehicle positioning is considered unnecessary. All road markings proposed as part of this scheme are in full accordance with the requirements of the Traffic Signs Regulations and General Directions 2002 and The Traffic Signs Manual, Chapter 5 - Road Markings.

4.0 RELEVANT RISKS

4.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

5.0 OTHER OPTIONS CONSIDERED

5.1 None. The proposed scheme addresses the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives.

6.0 CONSULTATION

6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. Consultation was also undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

7.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

7.1 None.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

8.1 All groups will benefit from improved road safety and access to opportunity.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 The cost of implementing these works is in the region of £6,000 which is funded from the 2015/2016 Integrated Transport Block (ITB) Capital Programme of works. Existing staff will be used to undertake the work.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating that there are no negative implications associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

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

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

12.1 The proposed scheme will help to support active travel modes and therefore contribute towards a reduction in CO2 emissions which is a key priority within the Transport Plan for Growth.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

- a) Note the objections received and the Officers' responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposal as shown on attached drawing no. DC/0111/100 is approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 To support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

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APPENDICES: DC/0111/100

BACKGROUND PAPERS/REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

<http://www.merseytravel.gov.uk/about-us/local-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

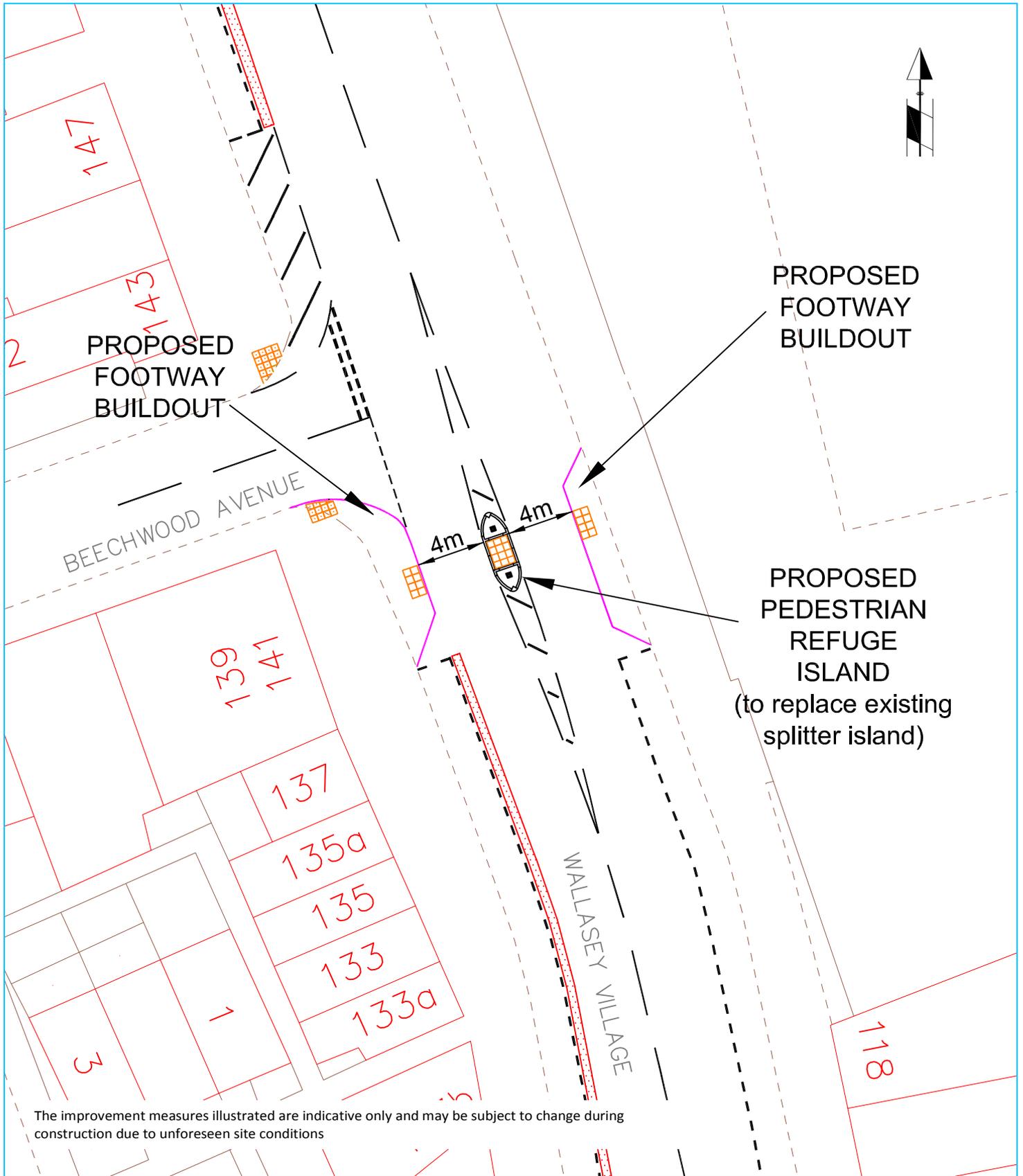
BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16	20th July 2015

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PROPOSED PEDESTRIAN REFUGE ISLAND
 WALLASEY VILLAGE / BEECHWOOD AVENUE
 WALLASEY VILLAGE
 WALLASEY

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Date

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 08/15

Plan Ref No.

DC/0110/100

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	THE WIEND / BROMBOROUGH ROAD, BEBINGTON
WARD/S AFFECTED:	CLATTERBRIDGE AND BEBINGTON WARDS
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report considers objections received to proposals to provide a signalised pedestrian crossing phase across the Wiend at its junction with Bromborough Road, Bebington as shown on plan DC/0106/100.

2.0 BACKGROUND AND KEY ISSUES

2.1 On the 21st November 2014, the Liverpool City Region Combined Authority awarded £1,058,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.

2.2 The proposed scheme forms part of the 2015/16 Integrated Transport Block (ITB) Capital Programme of works subsequently agreed by Cabinet at its meeting of 20th July 2015 [Minute 36 refers].

3.0 OBJECTIONS

3.1 An objection to the scheme has been received by Merseyside Cycling Campaign (Wirral Group) to the absence of Advanced Stop Lines (ASL) for cyclists on two of the junction legs.

In response; where provision for cyclists is on-carriageway, new signalised junctions generally incorporate an advanced stop line (ASL) unless there are safety or operational reasons not to. A scheme to introduce traffic signal control at this junction was undertaken in 2013 and as part of those improvements ASL's were provided on 2 of the junction approaches (including The Wiend).

However, it was not considered possible to provide ASL's on the remaining 2 legs of the junction without losing a significant length of the capacity-critical 2 lane approach on the eastbound Bromborough Road approach without detrimentally affecting predicted queue lengths on the northbound Ellens Lane approach.

- 3.2 Merseyside Cycling Campaign (Wirral Group) have also requested 'an explanation as to why there is no pedestrian crossing facility to be provided between The Wiend and Ellens Lane, en-route to Port Sunlight Station and other destinations, crossing effectively three lanes of traffic including turning traffic'.

In response; as part of the improvements carried out at this junction in 2013, budget provision was made for the provision of controlled facilities for pedestrians crossing Ellens Lane and Bromborough Road on the north side of the junction only. The proposed scheme is for the provision of a signalised pedestrian crossing phase across the Wiend. The geometry of the junction arrangement precludes the possibility of providing a controlled crossing across the remaining Bromborough Road approach on the east side of the junction without losing a significant length of the capacity critical 2 lane approach.

- 3.3 Merseyside Cycling Campaign (Wirral Group) also state that they would, 'ideally like an all green phase for pedestrians, and a separate 10 second all green phase for cyclists.'

In response; the existing facilities for pedestrians crossing Ellens Lane and Bromborough Road on the north side of the junction currently operate on an 'all red' phase for traffic (i.e. 'all green' for pedestrians). The proposed controlled crossing would operate under the same 'all red' (for traffic) phase.

Current advice and best practice suggest signal layouts with dedicated cycle phases may be considered but are generally only appropriate where cyclists can undertake a manoeuvre not permitted for general traffic and which cannot be shared with pedestrians, where a cycle track or cycle-only on-road provision (e.g. contraflow or cycle routes through road closures) enters a signalised junction or where cyclists are separated from other traffic for safety reasons. The use of a separate cycle-only signal phase at this location is therefore not considered appropriate.

4.0 RELEVANT RISKS

- 4.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

5.0 OTHER OPTIONS CONSIDERED

- 5.1 None. The proposed scheme addresses the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives.

6.0 CONSULTATION

6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

7.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

7.1 None.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

8.1 All groups will benefit from improved road safety and access to opportunity.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 The cost of implementing these works is approximately £10,000 which will be funded from the approved 2015/2016 Integrated Transport Block (ITB) Capital Programme of works. Existing staff will be used to undertake the work.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating that there are no negative implications associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

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

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

12.1 The proposed scheme will help to support active travel modes and therefore contribute towards a reduction in CO2 emissions which is a key priority within the Transport Plan for Growth.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

- a) Note the objections received and the Officers' responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance

Committee that the proposal as shown on attached drawing no. DC/0106/100 is approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 To support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

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APPENDICES: Drawing no. DC/0106/100

BACKGROUND PAPERS/REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

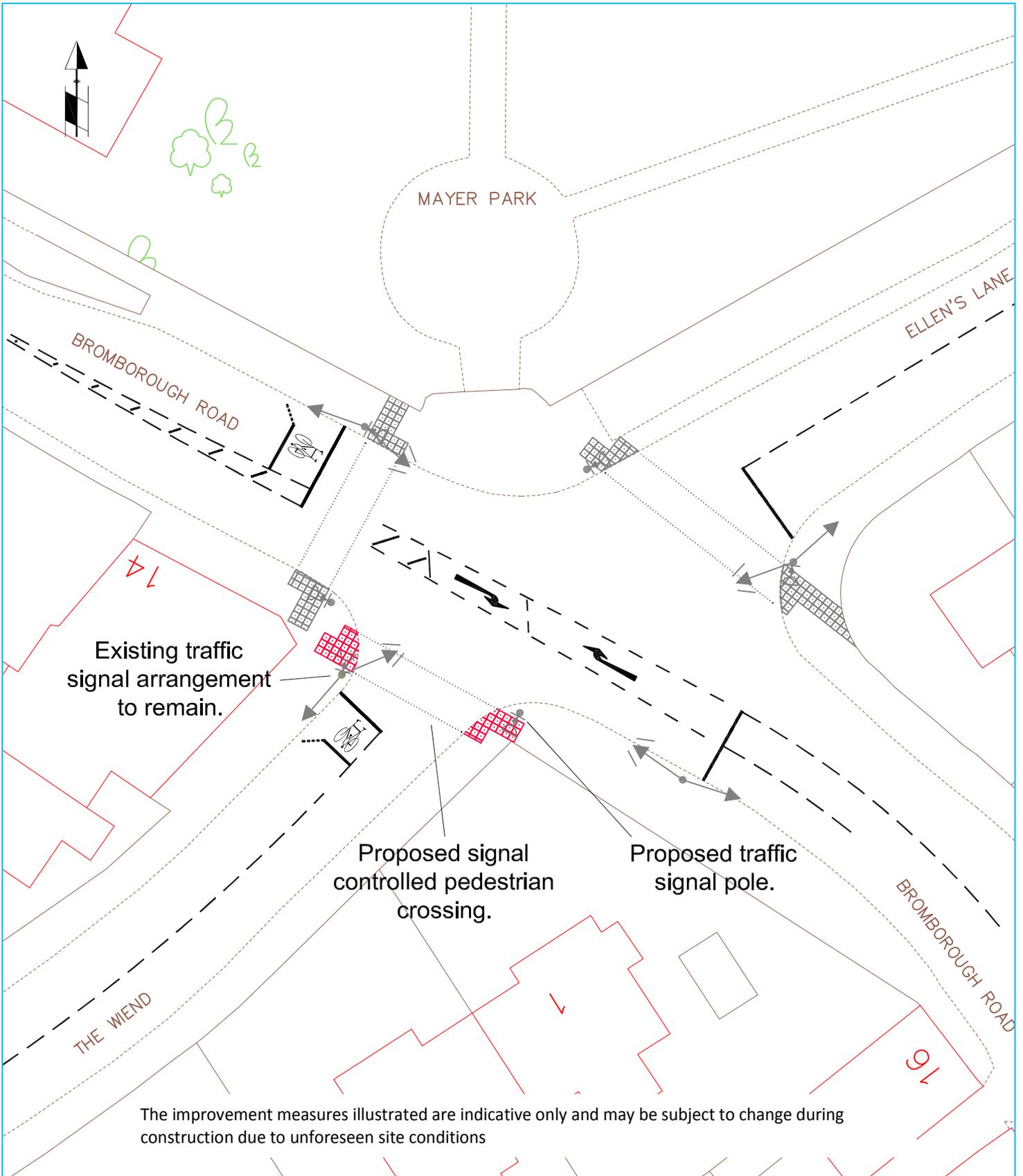
<http://www.merseytravel.gov.uk/about-us/local-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16	20th July 2015



WIRRAL

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The Wiend / Bromborough Road
 Bebington
 Proposed Signal Controlled Pedestrian Crossing

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