



Highways and Traffic Representation Panel

Date:	Friday, 23 October 2015
Time:	9.30 am
Venue:	Committee Room 2 - Wallasey Town Hall

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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: PROPOSALS TO INTRODUCE CALMING FEATURES AND 20MPH SPEED LIMIT, ANNESLEY ROAD AREA, WALLASEY (Pages 1 - 10)

3. OBJECTIONS: PROPOSALS TO PROVIDE OFF ROAD UN-SEGREGATED CYCLEWAY/FOOTPATH(S) AND ROUNDABOUT IMPROVEMENTS ALONG CORPORATION ROAD AND CLEVELAND STREET BETWEEN DUKE STREET AND BEAUFORT ROAD (Pages 11 - 18)

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

23 OCTOBER 2015

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

EXECUTIVE SUMMARY

1.1 This report considers objections received to proposals to introduce traffic calming features and 20mph speed limit order within the Annesley Road area, Seacombe Ward as shown on drawing no. DC/0113/100.

2.0 BACKGROUND AND KEY ISSUES

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

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 During the consultation period 3 objections were received from residents before the deadline of 4th September 2015. As a result of further officer discussions with residents regarding the proposals, 2 objections were subsequently withdrawn.

An objection to the scheme has been received from the resident of 23 Pendennis Road and the points raised are detailed in sections 3.2 to 3.10 of this report.

3.2 The objector complains that no matter what the opposition or objections are, the Council intends to force this scheme of works through, no matter what. In addition, the Objector questions what increase in funding has been made to in-school education programmes in light of the advances in technology and audio equipment the average children now has, and how has this funding been increased to target children at risk in the last 5 years, and asks for details of those road safety programmes and their year on year increases in light of risk development over the

same period of time. The objector believes that other methods such as raised and coloured surfaces could have been used, as well as flashing speed repeater signing.

The objector also believes that 40 per cent of adult pedestrians killed are over the legal alcohol limits for drivers, and that the training of pedestrians has a role to play.

In response; Analysis of Wirral's recorded casualty information provided by the police for pedestrian death shows that of a total 4 pedestrian deaths in the last 5 years. Of these 1 (25%) involved the pedestrian under the influence of alcohol.

No additional funding has been made available for educating children, however we continue to provide road safety education lessons to more than 8,700 children annually. Over the last 10 years our statistics show that our overall approach to improving road safety (including the introduction of physical measures as well as education initiatives) has assisted the reduction of child pedestrians being injured by just over 51% from 78 in 2004 to 38 in 2014.

Within the 'Annesley Road Area' there were 3 recorded personal injury crashes All 3 involved child pedestrians and in two of these crashes two children suffered serious injuries. Based on experience, Officers consider that the proposed measures could assist in making this area safer for pedestrians.

3.3 The objector states that the erection of additional traffic signs and laying 20mph roundels will create a visual distraction. The objector also questions how many 20mph traffic signs have been erected and roundel carriageway marking laid within Wirral.

Wirral Council does not have detail records of the numbers of 20mph traffic signs and roundel carriageway markings already implemented in schemes across the borough.

The Government has encouraged Local Authorities to consider, amongst other measures, lower speed limits to assist communities and improve road safety where appropriate. As part of the proposals to introduce road humps and lower speed limit, the Council must comply with the national regulations regarding signage:

Two 'Gateway' traffic signs will be erected at the junction of Poulton Road/Canterbury Road.

As part of the scheme to reinforce the lower speed limit sixteen 20 mph roundel road markings will be introduced within the area. The Council has not received any other objection to the introduction of signs/markings.

3.4 The objector states that the introduction of traffic calming features will increase harmful vehicle emissions.

In response; Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in as high a gear as possible, can result in relatively low emissions.

Officers consider that there is a balance between the low level of vehicular use within this area and the potential to improve safety for residents in this area.

3.5 The objector states that the introduction of traffic calming features will increase fuel consumption.

In response; it is envisaged that any potential increase in fuel use by vehicles within a comparatively small area would be negligible. The aim of this scheme is to encourage motorists to drive at appropriate speeds to the environment that they are negotiating.

3.6 The objector states that the introduction of traffic calming features will create increased engine noise.

In response; the introduction of a speed-controlling measure such as a road hump can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced.

Vehicle noise emissions may also depend upon the way vehicles are driven: a passive style of driving, at a lower but constant speed could contribute to lower noise levels; an aggressive style, with excessive braking and acceleration between speed control devices, gives rise to a highly fluctuating noise level, which could, in turn, contribute to noise disturbance to residents.

3.7 The objector states that traffic calming features cause damage to vehicles and could potentially cause water damage to properties (citing a case in a village in North Wales).

In response; Where motorists drive with due care and consideration vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the national hump regulations set out by the Department for Transport.

The roads encompassed within Annesley Road area are cleansed on a 4 week rota.

Correctly designed, there should be no additional risk to properties from water damage directly relating to the proposed scheme.

3.8 The objector suggests that the proposed traffic calming features will slow down the response times for the Emergency Services.

In response; The Authority is not responsible for undertaking additional specific risk assessments on behalf of the emergency services. However, as part of the consultation exercise for this scheme the emergency services have been consulted regarding the proposals.

Merseyside Police have stated that the zone would have little effect in responding to an emergency call and confirmed that they would support the measures.

North West Ambulance Service have stated that they do not foresee any issues that will slow down their response times to this area as the area in question is quite

condensed and fast speed is not possible, the traffic calming measures will not see a reduced response time.

Merseyside Fire & Rescue Service have commented that vehicles are consistently double parked in this area, which could increase the likelihood of collisions at low speed due to the lateral movement a fire appliance when proceeding over speed control humps/bumps. However the Council are unaware of any individual instances of vehicle damage as a direct result of fire appliances traversing traffic calming features.

3.9 The objector questions how the maintenance of the proposed road humps will be funded. The objector also suggests that existing road humps in Parkside, Liscard are in a poor condition.

In response; Residential roads similar to the ones encompassed within Annesley Road Area are inspected for defects annually as part of the Highway Maintenance Policy. An assessment of the existing road humps in Parkside, Liscard has been undertaken with no actionable defects found. Revenue funding would be allocated should there be a requirement to undertake maintenance works in the future.

3.10 The objector states that they have a right to a quality of life and refers to the Human Rights Act and the protection of property, together with cases of law involving compulsory purchase of private land. The objector also suggests that the proposed road humps will cause problems for persons with existing back conditions.

In response; There are no proposals to compulsorily purchase any private property to facilitate the introduction of this project. The extent of the scheme will be constructed within the limits of the adopted highway. It is not considered that this scheme breaches the Objector's rights.

This scheme was prioritised within the 2015/16 Integrated Transport Block by following analysis of the accident records for the Wirral area.

The scheme has been designed in accordance with the standards set by the Department for Transport for the introduction of road humps. The round topped road humps will be constructed at the recommended height of 75mm +/- 5mm tolerance.

The Department for Transport states that road humps are effective because they cause discomfort to the driver when they are crossed at high speeds. Unfortunately for some vehicle occupants, for example those with back injuries, road humps cause discomfort even at low speeds. It is important that humps are carefully designed and built to minimise discomfort for those travelling at appropriate speeds. The first consideration must be to ensure the hump dimensions are within those specified in the road hump regulations. A hump specification should not be for the maximum (100 mm) height, as this would not allow for any construction tolerance. Generally humps of 75 mm in height are recommended, as these minimise discomfort whilst maintaining effectiveness. The proposed measures are to be constructed using current national design standards issued by the Department for Transport.

3.11 A second objection to the scheme was received from the resident of 2 Raymond Road however this was after the deadline for objections. The objector does not want the speed humps outside their property as it will conflict with the position of

their vehicle access. In addition, the objector is concerned about damage to their vehicle and the noise that will be generated by vehicles travelling over the hump.

In response; It is considered that the proposed position of the road hump fronting 2 Raymond Road would not conflict with the position of the vehicle access or restrict movements onto/off the adjacent off-street parking.

Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the hump regulations (also refer to the response contained in para 3.7 above).

The introduction of a speed-controlling measure such as a road hump or cushion can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. Vehicle noise emissions may also depend upon the way vehicles are driven: a passive style of driving, at a lower but constant speed, contributes to lower noise levels; an aggressive style, with excessive braking and acceleration between speed control devices, gives rise to a highly fluctuating noise level, which can in turn contribute to noise disturbance.

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 No other options are considered suitable to meet the needs of this location.

6.0 CONSULTATION

6.1 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. 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.

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

9.1 The cost of implementing these works is in the region of £55,000 which is funded from the 2015/2016 Integrated Transport Block (ITB) Capital Programme of works. Existing staff will be used to undertake the design of the scheme.

10.0 LEGAL IMPLICATIONS

10.1 The Council follows statutory processes to implement this type of proposal.

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating a potential negative implication associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2014-0#wgSM-0>

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

12.1 Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in a high gear as possible, will result in relatively low emissions. The effect on emissions, therefore, of any traffic calming scheme will depend on how the scheme influences both the average speed of traffic and the amount of speed variation.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 The implementation of this proposal will have a positive impact on road safety and result in fewer road casualties.

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/0113/100 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/0113/100

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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KEY:-



Proposed round topped road hump with a nominal height of 75mm +/- 5mm



Proposed 20 miles per hour Traffic Regulation Order



Proposed 20 miles per hour Roundel road marking



Proposed 20 miles per hour Zone Traffic Sign



WIRRAL

Regeneration & Environment Directorate

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Objections - Proposed Traffic Calming & 20 mph Zone

Annesley Road Area

Poulton

Seacombe Ward

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WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

23 OCTOBER 2015

SUBJECT:	WIRRAL WATERS ACCESS IMPROVEMENTS (Wallasey Bridge Road - Beaufort Road - Cleveland Street), BIRKENHEAD
WARD/S AFFECTED:	BIDSTON & ST JAMES 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 un-segregated cycleway/footpath(s) and roundabout improvements along Corporation Road and Cleveland Street between Duke Street and Beaufort Road as shown on plan 357912-MMD-H-DR-01-0100-001. 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 It is proposed that the works as shown on plan 357912-MMD-H-DR-01-0100-001, will link with future works proposed as part of Wirral Council's 2016/17 Integrated Transport Block (ITB) Capital Programme of works. [Cabinet 20th July 2015 - Minutes 35 and 36 refer].

3.0 OBJECTIONS

3.1 Whilst welcoming the provision of improved off-road facilities for cyclists and pedestrians, 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.

In response; shared use routes for pedestrians and cyclists are common practice and in full accordance with Department for Transport advice. They are common good practice and work particularly well where pedestrian flows are light and the risk of conflict is reduced. Additional advisory signing may also be provided asking cyclists to ‘share with care’ (as recommended by ‘Sustrans’ the National Cycling Charity).

- 3.2 A number of objections have been received from the Merseyside Cycling Campaign (Wirral Group) who are concerned that...*‘there is no context plan showing how or when links from the proposed scheme to the St.James Area, Penny Bridge, Duke Street Bridge, Four Bridges will be implemented or information showing planning permission proposals for the dockland development land adjacent’.*

In response; Merseyside Cycling Campaign (Wirral Group) have been made aware that outline design ideas to link these current proposals with ‘Penny Bridge’ (via Beaufort Road and Wallasey Bridge Road) and with Duke Street between Birkenhead Road and Gorsey Lane, are still being developed (which include negotiations with adjacent land owners) but will be shared with the group at the appropriate time.

- 3.3 Merseyside Cycling Campaign (Wirral Group) have also stated that as...*‘ the scheme does not show how the cycle lane will be designed at the junction with existing or future accesses onto the development land, and the Group would further object to any design which requires cyclists to give-way to traffic at side road access points’.*

In response; it should be noted that 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/access do not impede the cycleway and any vehicle turning into the side road/access can stop at the give-way without any part of the vehicle(s) remaining in the running carriageway of the main road. At this point in the design process for reasons outlined in the response in 3.2 above, it is not yet possible to determine if those conditions could be achieved at any of the existing or indeed any potential future points of access along the Beaufort Road (i.e the ‘development land’) frontage.

- 3.4 A further objection received from the Merseyside Cycling Campaign (Wirral Group) states that...*‘no time-scale is given and it may be that cycle-lane expenditure at this time is premature at this location, bearing in mind the present width of the road and the limited volumes of traffic’.*

In response; the Merseyside Cycling Campaign (Wirral Group) have been made aware that the proposals for Corporation Road - Cleveland Street form part of Wirral Council's 2015/16 Sustainable Transport Enhancement Package (STEP) Capital Programme of works. Draft design options for the Beaufort Road ('development land') frontage are to be considered for inclusion in forthcoming (2017/18 onwards) 'STEP' Capital programmes of work and as previously stated, draft design options for Duke Street (between Birkenhead Park and Gorse Lane) will form part of the Council's 2016/17 STEP Programme of works.

- 3.5` A further objection received from the Merseyside Cycling Campaign (Wirral Group) states that...*'it is not clear how E-W cycle traffic is intended to pass the roundabout and reach the cycle lane alongside the development land'*.

In response, provision has been made for eastbound cyclists to access the proposed cycleway / footway via improved off-road arrangement(s) at the roundabout of Cleveland Street / Corporation Road.

- 3.6 A further objection received from the Merseyside Cycling Campaign (Wirral Group) states that...*'it can be argued that an E-W cycle lane can be accommodated on the south side of Beaufort Road and that the effective mini-roundabout proposed does not pose the problems to cyclists which arise at conventional roundabouts'*.

In response, these proposals also include works to adjust specific elements of the roundabout geometry of Cleveland Street / Corporation Road. These improvements are in line with the latest Department for Transport advice for 'cycle friendly' compact or 'continental' roundabout design.

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.
- 4.2 Failure to undertake the proposed scheme within the set timescale of the 15/16 financial year would result in the funding being lost and would jeopardise any future funding bids to the STEP fund in years 3-6 (2017-2021).

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 a potential negative implication associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2014-0#wgSM-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 proposal as shown on attached drawing no. 357912-MMD-H-DR-01-0100-001 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.

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APPENDICES: Drawing no. 357912-MMD-H-DR-01-0100-001.

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>

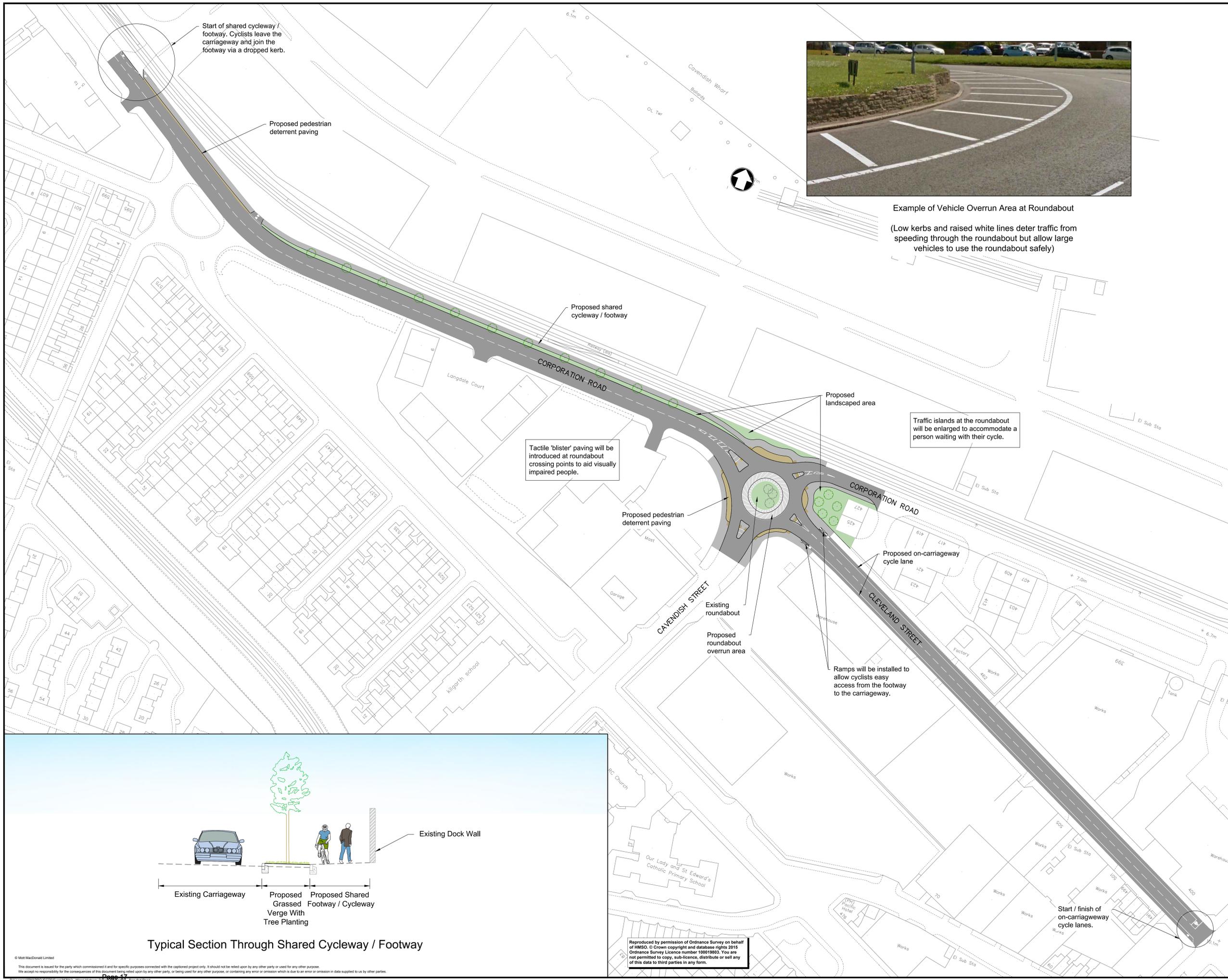
BRIEFING NOTES HISTORY

Briefing Note	Date
None	

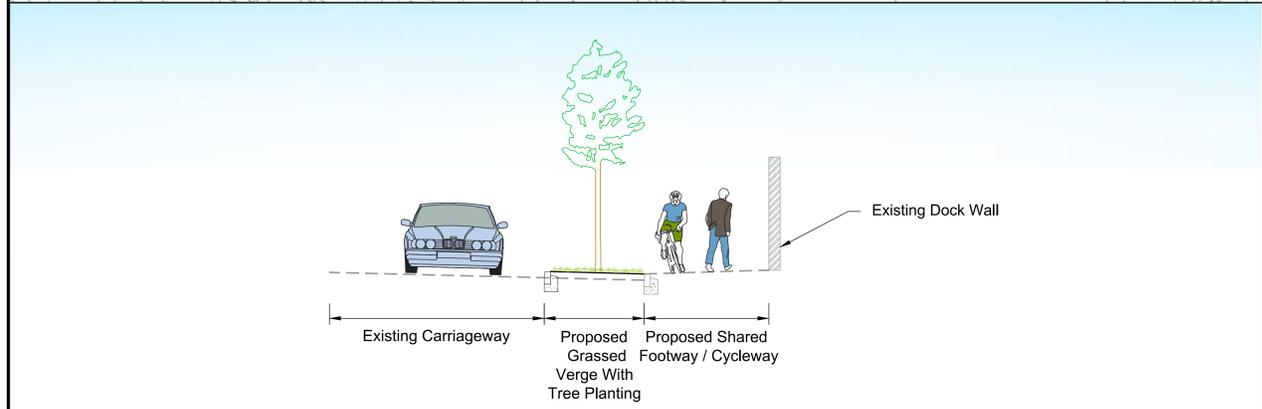
SUBJECT HISTORY (last 3 years)

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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Example of Vehicle Overrun Area at Roundabout
 (Low kerbs and raised white lines deter traffic from speeding through the roundabout but allow large vehicles to use the roundabout safely)



Typical Section Through Shared Cycleway / Footway

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Notes

Key to symbols

Reference drawings

P2	19/08/15	JK	Scheme extended	JE	SA
P1	14/08/15	JK	1st Issue	JE	SA
Rev	Date	Drawn	Description	Chk'd	App'd



Client
 Wirral Borough Council
 Cheshire Lines Building
 Canning Street
 Birkenhead
 CH41 1ND



Title
 Wirral Highway Design Support
 Beaufort Road Cycleway
 Concept General Arrangement

Designed	J Kay	JK	Eng check	J Edwards	JE
Drawn	J Kay	JK	Coordination	J Kay	JK
Dwg check	J Edwards	JE	Approved	S Alexander	SA
Scale at A0	NTS	PRE	Status	Rev	P2

Drawing Number
 357912-MMD-H-DR-01-0100-001

