

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 5 MARCH 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

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

1.0 EXECUTIVE SUMMARY

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

2.0 BACKGROUND

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

3.0 OBJECTIONS & RESPONSE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.0 FINANCIAL IMPLICATIONS

4.1 The overall works, estimated to cost in the region of £17,000, will be financed from the 2009/10 Integrated Transport Block.

5.0 STAFFING IMPLICATIONS

5.1 Existing staff resources have been used for the design and will be used for the supervision of the works.

5.2 There are no additional financial or staffing implications arising directly from this report. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

6.1 The provision of the pedestrian crossing built outs in Stavordale Road and Chapelhill Road will not only assist children and parents in crossing these roads but will also have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

7.1 The proposed scheme would have positive health implications, either through improvements in road safety or through encouraging a healthier mode of transport (walking).

8.0 COMMUNITY SAFETY IMPLICATIONS

8.1 The provision of pedestrian crossing points will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

9.0 LOCAL AGENDA 21 IMPLICATIONS

9.1 The scheme will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle – key aims within the Merseyside Local Transport Plan.

10.0 PLANNING IMPLICATIONS

10.1 There are no specific planning implications arising directly from this report.

11.0 ANTI-POVERTY IMPLICATIONS

11.1 There are no specific anti-poverty implications arising directly from this report.

12.0 SOCIAL INCLUSION IMPLICATIONS

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

13.0 HUMAN RIGHTS IMPLICATIONS

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

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

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

15.0 BACKGROUND PAPERS

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

16.0 RECOMMENDATIONS

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

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES