

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

FEASIBILITY STUDY: PUFFIN CROSSING SCHEME – SEABANK ROAD, LISCARD (LISCARD WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a feasibility study into the introduction of a puffin-crossing scheme in Seabank Road, Liscard close to its junction with Manor Road (as shown on drawing number BENG/25/10).
- 1.2 The report recommends that the Panel notes the content of the study and that the pedestrian refuge scheme as previously agreed by Panel be implemented as advertised.

2.0 BACKGROUND

- 2.1 On 5 March 2010, a report was submitted to Highway and Traffic Representations Panel outlining objections received against the proposal to implement a pedestrian refuge scheme in Seabank Road, Liscard. The refuge was to be funded via 2009/10 Capital Programme Integrated Transport Block – Area Forum Allocation.
- 2.2 It was resolved by the Panel that the “pedestrian refuge” scheme, together with complementary bus stop and shelter relocations, be approved for implementation in Seabank Road, Liscard and that officers investigate the feasibility of a pedestrian controlled crossing at this location and report back to a future meeting of the Panel.

3.0 FEASIBILITY STUDY

- 3.1 Drawing number BENG/25/10 indicates the suggested layout of a puffin crossing scheme in Seabank Road. The proposal would involve the relocation of two bus stops and associated shelters. Due to site restrictions, the bus shelters/front of the bus bays would be situated directly opposite one another on either side of Seabank Road. This situation is not ideal and could lead to potential congestion problems when buses are present in both stops. It is estimated that the cost to implement these works would be approximately £87,000.
- 3.2 To assist bus movements, it would be necessary as part of the puffin crossing proposal to implement a “No Waiting at Any Time” Traffic Regulation Order between the suggested bus stop position and the zig-zag markings.
- 3.3 The puffin crossing has been assessed against a list of sites where similar requests have been received. An assessment of the weighted PV2 figures (‘P’ being the number of pedestrians and ‘V’ being the vehicle flow ‘squared’) has revealed that out of 29 such locations the puffin crossing would be ranked 28th lowest.

4.0 SUMMARY

- 4.1 The provision of a puffin crossing in Seabank Road is estimated to cost approximately £87,000. This cost to implement a pedestrian refuge scheme at the same location is estimated to cost approximately £21,100. An assessment of this location compared to other locations where similar requests have been received has revealed that out of 29 locations Seabank Road would be ranked 28th lowest.

4.2 There has been no funding identified within the 2010/11 LTP Capital Programme to fund the additional costs required to implement the installation of a puffin crossing.

5.0 FINANCIAL IMPLICATIONS

5.1 The provision of the pedestrian refuge, estimated to cost in the region of £9,100, will be financed from Area Forum allocation from the 2009/10 Integrated Transport Block.

5.2 The cost of relocating the 2 bus stops is approximately £12,000. The cost of these works is to be funded by Merseytravel.

5.3 The provision of a puffin crossing scheme would cost approximately £75,000 to implement. Additionally the cost of relocating the 2 bus stops would be approximately £12,000.

6.0 STAFFING IMPLICATIONS

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

6.2 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 with Merseytravel maintaining the bus shelters.

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

7.1 The provision of a puffin crossing or pedestrian refuge in Seabank Road will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

8.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

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

9.0 COMMUNITY SAFETY IMPLICATIONS

9.1 The provision of a puffin crossing or pedestrian refuge will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

10.0 LOCAL AGENDA 21 IMPLICATIONS

10.1 The provision of a crossing facility will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle – key aims within the Merseyside Local Transport Plan.

11.0 PLANNING IMPLICATIONS

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

12.0 ANTI-POVERTY IMPLICATIONS

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

13.0 SOCIAL INCLUSION IMPLICATIONS

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

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 This report has implications for Members in the Liscard Ward.

15.0 BACKGROUND PAPERS

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

16.0 RECOMMENDATIONS

16.1 Panel is requested to note the relative feasibility of a puffin crossing or a pedestrian refuge at this location as outlined in this report and endorse the previous recommendation approved by the Overview and Scrutiny Committee to proceed with the proposed pedestrian refuge scheme.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES