

## **WIRRAL COUNCIL**

### **SUSTAINABLE COMMUNITIES OVERVIEW and SCRUTINY COMMITTEE – 17<sup>TH</sup> NOVEMBER 2010**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **OBJECTIONS TO TRAFFIC SIGNAL JUNCTION IMPROVEMENTS - UPTON ROAD / NOCTORUM AVENUE, UPTON**

##### **(CLAUGHTON AND BIDSTON & ST JAMES WARDS)**

### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers objections received to the introduction of a new traffic signal control junction improvement and associated 'No Waiting at Any Time' - Traffic Regulation Order (TRO) at the junction of Upton Road / Noctorum Road, Upton.
- 1.2 The report recommends that Committee notes the objections received and recommends to the Cabinet Member that the scheme and TRO be implemented as advertised.

### **2.0 BACKGROUND**

- 2.1 On 14<sup>th</sup> January 2010 a report was submitted to Cabinet outlining the Local Transport Settlement for 2010/11 and detailing a series of allocations forming part of the 2010/11 Transport Capital Programme - Integrated Transport Block.
- 2.2 The provision of a new traffic signal installation at the junction of Upton Road / Noctorum Avenue, Upton was identified in that report as a priority scheme within the Integrated Transport Block to be undertaken as part of the Congestion Block allocation programme of works.
- 2.3 The proposed traffic signal junction improvements are designed to address a long-standing history of traffic capacity issues resulting in congestion and delay. The extents of the proposed 'No Waiting at Any Time' - TRO are the minimum required to ensure effective operation aspects of the traffic signal control.
- 2.4 The proposed scheme will also provide improved facilities for public transport users, pedestrians and cyclists (linkage to National Cycle Network Route 56). The junction is within close vicinity to a sustainable transport link (Upton Railway Station) and a supermarket within a small shopping centre.
- 2.5 A period of Public Consultation commenced on 13<sup>th</sup> October 2010 and is due to conclude on Thursday 4<sup>th</sup> November. Without wishing to pre-empt the decision of the Committee in these matters, the decision to report on objections received so far and before the expiration of the deadline date for such responses, has been taken mindful of the projected timescales required to deliver a scheme of this magnitude before the end of March 2011.
- 2.6 Any further objections received between the time of writing this report and 4<sup>th</sup> November 2010 will be reported verbally to Committee at its meeting of 17<sup>th</sup> November 2010.
- 2.7 At the time of writing this report, with three days before the Public Consultation period concludes, four individual objections and a petition to the proposals have been received in total. Officers from my Traffic Management Division have already met with two of the objectors with subsequent discussions resulting in the resolution of all but one of their objections raised.

- 2.8 Drawing number BENG/54/10 indicates the layout of the proposed traffic signal controlled junction arrangement and the extents of the 'No Waiting At Any Time' - TRO.

### 3.0 OBJECTIONS

- 3.1 At the time of writing, the over-riding concern of the unresolved objections is the belief that the proposed scheme will encourage the use of Coniston Avenue and Windermere Road - Wirral Way as a short-cut / rat-run to avoid queuing at the new traffic signal junction, resulting in increased traffic volume, speeding vehicles, disruption for residents and a concern that these roads will ultimately become congested.

**Although the introduction of a new traffic signal junction will undoubtedly discourage such 'rat-running' for some users who currently experience great difficulty emerging into Upton Road from Noctorum Avenue, it would be fair to accept that there may be a minority of users who may, under some circumstances, be tempted to find an alternative route to avoid the traffic signal controlled junction. To this end, specific traffic surveys have already been undertaken to sample the current level of 'rat-running' and I propose to undertake similar such surveys upon completion of the proposed scheme. Should these surveys reveal a significant increase in traffic on Coniston Avenue or Windermere Road - Wirral Way it is recommended that future consideration be given to the introduction of appropriate measures to discourage such traffic.**

- 3.2 One objection has been raised on the grounds of concerns that the proposals will continue to allow parking on Noctorum Road directly adjacent to the supermarket as a convenient alternative to the supermarket car park. The objector is concerned that this will exacerbate difficulties residents already experience whilst manoeuvring in and out of their private driveway. The objector suggests extending the proposed 'No Waiting At Any Time' TRO between Windermere Road and the proposed limit of the TRO, directly opposite nos 5 to 13 Noctorum Avenue.

**After careful consideration, it is felt that this suggestion may also provide additional benefit to the proposed scheme and assist residents accessing their private driveways. I therefore propose that an additional length of TRO be advertised between Windermere Road and the limit of the TRO currently proposed, directly opposite nos 5 to 13 Noctorum Avenue, and that subject to no objections being received, that order be implemented also.**

- 3.3 A petition has also been submitted, opposing the re-siting of the eastbound bus stop on Upton Road. The petitioners are concerned that the relocated bus stop will lead to anti-social behaviour in close proximity to residential property, adversely affect property prices and that the scheme itself is unjustified given the prevailing economic climate.

**The position of the existing bus stop in the lay-by adjacent to the Fender Public House is such that it would prevent traffic signal control from being introduced for operational and safety reasons. In order to introduce traffic signal control it is essential to relocate the bus stop. The proposed location for the re-siting of the bus stop has the support of Merseytravel and has been determined as the closest available, safe location and the most appropriate to ensure it continues to serve the surrounding residential area, adjacent shops and to minimise any perceived associated nuisance.**

**It should also be noted that the adjacent residential property on Upton Road is 'set-back' in a service road and that pedestrian access into that service road from Upton Road and the relocated bus stop, would be prevented by an**

**uninterrupted length of metal railings and hedging that extends as far as the Wirral Way roundabout.**

**The costs of providing a new traffic signal controlled junction and the proposed 'No Waiting At Any Time' TRO, is a Cabinet approved scheme financed from the Congestion Block allocation of the 2010/11 Transport Capital Programme. The proposed improvements are designed to address a long-standing history of traffic capacity issues resulting in congestion and delay that will provide good value for money. It has not been previously possible to identify a suitable source of funding to undertake these works until this current financial year.**

#### **4.0 SUMMARY**

- 4.1 The provision of traffic signal control at the junction of Upton Road / Noctourum Avenue and associated 'No Waiting at Any Time' TRO will reduce congestion and delay, improve facilities for public transport users, introduce and improve controlled crossing facilities for pedestrians and improve linkage to the National Cycle Network (Route 56) for cyclists.
- 4.2 This report therefore recommends that provision of traffic signal control at the junction of Upton Road / Noctorum Avenue, Upton and associated TRO, as indicated in drawing no. BENG/54/10, be implemented as advertised.
- 4.3 Further traffic surveys will be undertaken following completion to identify the extent of any resultant 'rat-running' and, if proven, future consideration will be given to the introduction of appropriate remedial measures.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The costs of providing a new traffic signal controlled junction and the proposed 'No Waiting At Any Time' TRO, estimated to cost approximately £250,000 will be financed from the Congestion Block allocation of the 2010/11 Transport Capital Programme.

#### **6.0 STAFFING IMPLICATIONS**

- 6.1 Existing staff resources will be used for the design and 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.

#### **7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 7.1 The scheme will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme is in accordance with Local Transport Plan Equality Impact Assessments 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 and cycling).

#### **9.0 COMMUNITY SAFETY IMPLICATIONS**

- 9.1 The provision of improved pedestrian crossing facilities 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 scheme will support key aims within the Merseyside Local Transport Plan to assist pedestrian movements, cyclists and improve access to public transport and thereby support a reduction on reliance upon the private motor vehicle.

## **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 HUMAN RIGHTS IMPLICATIONS**

13.1 There are specific human rights implications arising from this report.

## **14.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **15.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

15.1 This report has implications for Members in the Claughton and Bidston & St James Ward.

## **16.0 BACKGROUND PAPERS**

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

## **17.0 RECOMMENDATIONS**

17.1 Committee is requested to note the objections received and recommend to the Cabinet Member that the scheme and Traffic Regulation Order (TRO) be implemented as advertised.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES