

**WIRRAL COUNCIL**  
**HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL**  
**19<sup>TH</sup> SEPTEMBER 2011**

<b>SUBJECT:</b>	<b>OBJECTION: PROPOSED PUFFIN CROSSING FACILITY – BELVIDERE ROAD / KINGSWAY, WALLASEY</b>
<b>WARD/S AFFECTED:</b>	<b>WALLASEY WARD</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF TECHNICAL SERVICES</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>STREETSCENE AND TRANSPORT SERVICES COUNCILLOR HARRY SMITH</b>
<b>KEY DECISION?</b>	<b>NO</b>

**1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers an objection submitted against the proposal to introduce a puffin crossing facility near the junction of Belvidere Road and Kingsway, Wallasey along with associated pedestrian refuge and radii improvements.

**2.0 RECOMMENDATION/S**

- 2.1 The report recommends that the Panel note the objection and that the proposed scheme consisting of a puffin crossing with associated pedestrian refuge and radii improvements, as shown on the attached Drawing No. DTS/6/11 be recommended to the Sustainable Communities Overview & Scrutiny Committee for approval and implementation.

**3.0 REASON/S FOR RECOMMENDATION/S**

- 3.1 Based upon the Council's adopted criteria for the provision of signalised crossings, this location was revealed as a high scoring site against the criteria, as reported to Council's Cabinet on 17<sup>th</sup> March 2011.
- 3.2 The provision of a puffin crossing facility in Belvidere Road will have a positive effect on assisting disabled, visually impaired persons, persons with prams and pushchairs, children, and pedestrians in general to cross this busy road. The whole community benefits since links connect people to their work, to shops, and to green spaces.
- 3.3 Surveys undertaken in the vicinity of the proposed puffin crossing facility in November 2010 and April 2011, revealed a high volume of pedestrians crossing the road between the hours of 8:00–9:00 (121 pedestrians) and 15:00 –16:00 (130 pedestrians), with a high percentage (74%) being school
-

children travelling to and from the 3 schools located within the area - St Georges Primary School, Mount Primary School and Elleray Park School (Special Educational Needs School). The provision of pedestrian crossing facilities, such as puffin crossings, help to reduce the number of cars taking children to and from school, so there is less congestion and pollution, and less potential for accidents outside school gates. Walking also provides everyday exercise, encouraging children to be more active and healthy.

#### **4.0 BACKGROUND AND KEY ISSUES**

- 4.1 On 17<sup>th</sup> March 2011 a report was submitted to Cabinet detailing a series of block allocations forming part of the Local Transport Capital Funding and the Integrated Transport Block 2011/12.
  - 4.2 Under the Promoting Active Travel & Health heading block, £250,000 was subsequently allocated to be used for Walking Schemes.
  - 4.3 Investigations into requests received for pedestrian crossing facilities revealed that this location was ranked the 6<sup>th</sup> highest scoring site against the Council's adopted criteria for the introduction of signalised crossing facilities.
  - 4.4 Following detailed design, letters were delivered to frontages in the vicinity of the proposed scheme informing them of the proposal. Notices were also erected on site and Party Spokespersons and Ward Members were informed.
  - 4.5 This scheme has been designed to introduce a puffin crossing facility at the most suitable location to cater for existing pedestrian movements, whilst minimising the removal of on-street parking spaces, in order to do so it would be necessary to improve the radii at the junction of Belvidere Road and Kingsway.
  - 4.6 During the public consultation period, individual objections were received from the 3 retail shops on Belvidere Road, between Broadway Avenue and Vyner Road.
  - 4.7 The objectors were primarily concerned that the proposed puffin crossing zig-zag road markings would result in the loss of one on-street parking space which would affect customer parking and loss of trade for the businesses.
  - 4.8 After further discussions / consultation with the shop keepers and mindful of the concerns raised by the objectors, it was agreed to improve the radii at the junction of Belvidere Road and Broadway Avenue which would enable the scheme to be introduced without the loss of on-street parking fronting the shops. As a result of this amendment to the scheme proposals, two of the three objections were withdrawn. Further consultations were undertaken with the remaining objector to discuss concerns raised, however the objection remains unresolved.
-

- 4.9 The content of the objections along with a detailed response are as follows:-

The zig-zag carriageway markings will be directly outside the objector's premises, which he strongly believes will affect trade, due to there being a convenience store next door. The objector believes that if customers park outside the convenience store then it is more or less a certainty they will shop there.

**This scheme has been designed to introduce a puffin crossing at the most suitable location to cater for existing pedestrian movements, whilst minimising the removal of on-street parking spaces. Improvements to the radii at the junction of Belvidere Road and Broadway Avenue would enable the scheme to be introduced without a reduction in the provision of customer on-street parking fronting the parade of retail shops between Broadway Avenue and Vyner Road.**

- 4.10 The puffin crossing facility will cause a great deal of congestion, because when the signals are on red vehicles will be unable to turn into Kingsway, Vyner Road and Broadway Avenue resulting in traffic queuing further up Belvidere Road.

**The puffin crossing facility in use will momentarily stop the flow of traffic actually helping access to and egress from Broadway Avenue, Vyner Road and Kingsway.**

- 4.11 The puffin crossing facility is unnecessary and a waste of money.

**Belvidere Road was identified within this year's Local Transport Capital Funding & the Integrated Transport Block after consideration into a number of sites across the Borough and applying the Council's adopted criteria. As a result of the criteria, this location was identified as the sixth highest priority for the introduction of a signal-controlled crossing facility.**

**The proposed scheme would improve road safety, encourage a healthier mode of transport through walking and be of particular benefit to children making their journey to and from school, elderly, persons with disabilities and pedestrians in general.**

**Pedestrian surveys were undertaken in November 2010 and April 2011 establishing that the majority of pedestrians crossed Belvidere Road, in the vicinity of Kingsway, with a high proportion (74%) of those pedestrians, during peak hours (8:00–9:00 and 15:00–16:00 hours), being school children.**

- 4.12 Officers have carefully considered the points raised by the objector both in a meeting and through this report and conclude that the benefits that the scheme provides outweigh the objection raised and that the objection should not prevent the scheme from going ahead.
-

## **5.0 RELEVANT RISKS**

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

## **6.0 OTHER OPTIONS CONSIDERED**

- 6.1 None identified.

## **7.0 CONSULTATION**

- 7.1 Letters were delivered to frontages in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on site and Party Spokespersons and Ward Members were informed. In addition consultation was undertaken with Emergency Services, Freight Transport Association, Road Haulage Association, Merseytravel and Cycle / Walking Groups.
- 7.2 Following the submission of the objection, further consultations between the objector and Council Officer's were undertaken to discuss the concerns raised.

## **8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

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

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

- 9.1 The budget allocation for this scheme is £70,000 and will be financed from the 2011/12 Local Transport Capital Programme.
- 9.2 Existing staff resources will be utilised in the progression of this scheme.

## **10.0 LEGAL IMPLICATIONS**

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

## **11.0 EQUALITIES IMPLICATIONS**

- 11.1 Equality Impact Assessment (EIA)

(a) Is an EIA required? No

- 11.1 The proposed puffin crossing scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.
-

## **12.0 CARBON REDUCTION IMPLICATIONS**

- 12.1 The scheme will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint – key aims within the Merseyside Local Transport Plan.

## **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

**REPORT AUTHOR:** Marie Hazlehurst  
Assistant Engineer  
telephone: 0151 606 2177  
email: [mariehazlehurst@wirral.gov.uk](mailto:mariehazlehurst@wirral.gov.uk)

## **APPENDICES**

Drawing No. DTS/6/11 indicating the proposed layout of the Puffin Crossing.

## **REFERENCE MATERIAL**

Survey documents and objectors letter have been used in the preparation of this report.

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>