

# **WIRRAL COUNCIL**

## **HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL**

**13 SEPTEMBER 2012**

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| <b>SUBJECT:</b>                          | <b>OBJECTIONS: LOCAL AREA FORUM<br/>SCHEME: PROPOSED PEDESTRIAN<br/>REFUGE, KINGS ROAD, BEBINGTON</b> |
| <b>WARD/S AFFECTED:</b>                  | <b>BEBINGTON WARD</b>   |
| <b>REPORT OF:</b>                        | <b>DIRECTOR OF TECHNICAL SERVICES</b>   |
| <b>RESPONSIBLE PORTFOLIO<br/>HOLDER:</b> | <b>STREETSCENE AND TRANSPORT<br/>SERVICES<br/>COUNCILLOR HARRY SMITH</b>                              |
| <b>KEY DECISION?</b>                     | <b>NO</b>   |

### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers objections submitted against the proposal to introduce a pedestrian refuge island on King's Road, Bebington near to its junction with Bentfield Gardens.

### **2.0 BACKGROUND AND KEY ISSUES**

- 2.1 On 17<sup>th</sup> March 2011 Cabinet considered and approved the provision of £20,000 funded from the 2011/12 Local Transport Capital Programme to each Area Forum to carry out schemes of a traffic management/road safety nature.
- 2.2 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Party Spokespersons and Ward Members were informed of the proposal.
- 2.3 During this consultation period, several calls/letters of support were received. Two unresolved objections were received. The content of the objections from the residents of 116 and 118 Kings Road, along with a detailed response are as follows:-
- 2.4 The scheme is unnecessary as no one crosses at this location.

**The Local Area Forum identified this location. Several comments of support for the scheme have been received outlining the benefit of the location in relation to accessing the bus stops, the church and the newly constructed community centre. Site surveys confirm that many people cross at this point throughout the day to access the adjacent bus stop, church and community centre.**

2.5 The proposals will result in the loss of a tree.

**No tree will be removed nor affected as a result of or proposals.**

2.6 The relocation of the bus stop invades resident's privacy.

**The bus stop will be moved approximately eight metres from its current location. The bus stop is on the side of the road that does not have any residential properties adjacent to it. It will be located directly fronting house numbers 116 & 118 on the opposite side of the road. This house is set back with a garden and at an elevated position in relation to the road level. The length of time at which a bus is stationary at a bus stop is minimal and is not used as a bus stop layover point.**

2.7 The refuge will cause queues of traffic.

**The position of the refuge will not cause traffic queues. Traffic will flow in exactly the same manner as before. Drivers should be easily able to negotiate a refuge with due care and attention. Such refuges are present throughout the borough and are not known to have created any traffic congestion elsewhere.**

2.8 When buses are pulled in at the bus stop cars will not be able to overtake the bus due to the position of the refuge.

**The relocation of the bus stops means there will be more than sufficient room and width available for vehicles to negotiate around a stationary bus.**

2.9 The refuge will cause a loss of parking on Kings Road and cause cars to park at Bentfield Gardens.

**It is estimated that approximately four on-street parking car parking spaces will be lost as a result of the construction of the refuge. There is, however, ample on-street parking in the vicinity of Christ Church. In addition, Christ Church has an off-street car park.**

### **3.0 RELEVANT RISKS**

3.1 Failure to undertake the scheme will reduce the ability to improve pedestrian movements across Kings Road to access the bus stops, the church and the newly constructed community centre.

### **4.0 OTHER OPTIONS CONSIDERED**

4.1 None identified.

### **5.0 CONSULTATION**

5.1 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. In addition, consultation was undertaken with Party Spokespersons, Ward Members, the Cycle

Forum, the Pedestrian Forum, Local and National Walking Groups, the Emergency Services, the Freight Transport Association, the Road Haulage Association and Merseytravel.

5.2 Following the submission of the objections, further discussions between the objectors and Council Officers were undertaken to discuss the concerns raised. The concerns raised by the objectors have been carefully considered and are detailed in 2.1 – 2.9 above.

5.3 This scheme was identified by the Bebington & Clatterbridge Ward Local Area Forum as a direct result of public feedback received following the Wirral wide Neighbourhood plan consultation exercise.

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

6.1 There are no specific implications under this heading arising from this report

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

7.1 The scheme is estimated to cost in the region of £20,000 and will be financed from the 2011/12 Local Transport Capital Programme.

7.2 Existing staff resources will be utilised in the progression of this scheme.

## **8.0 LEGAL IMPLICATIONS**

8.1 There are no implications under this heading.

## **9.0 EQUALITIES IMPLICATIONS**

9.1 The proposed scheme is included within the 2012/13 Transport Capital Programme approved by Cabinet on 15<sup>th</sup> March 2012 for which an Equalities Impact assessment has already been undertaken.

## **10.0 CARBON REDUCTION IMPLICATIONS**

10.1 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.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **12.0 RECOMMENDATION/S**

12.1 The report recommends that the Panel note the objections and that the proposed scheme consisting of a pedestrian refuge island with associated tactile crossing points as shown on attached Drawing No. 3576 be recommended to the

Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

### **13.0 REASON/S FOR RECOMMENDATION/S**

- 13.1 This scheme was identified by the Bebington & Clatterbridge Ward Local Area Forum as a direct result of public feedback received following the Wirral wide Neighbourhood plan consultation exercise.
- 13.2 Following detailed assessment by engineers it was agreed that this location and the existing environment was suitable for a pedestrian refuge and it would benefit from such a scheme.
- 13.3 The scheme reflects Wirral Council's ongoing commitment to encourage walking in the borough through providing better environments where it is safe and attractive to do so.
- 13.4 There are high flows of pedestrians in this area visiting both the church and community centre from both the Birkenhead and Bebington ends of Kings Road. Pedestrians cross the road in this vicinity to access the bus stops nearby.

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### **APPENDICES**

Drawing No. 3576 indicating the proposed layout of the Pedestrian Refuge Island.

### **REFERENCE MATERIAL**

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

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

| <b>Council Meeting</b> | <b>Date</b> |
|------------------------|-------------|
|                        |             |