

**WIRRAL COUNCIL**  
**HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL**  
**11 SEPTEMBER 2013**

<b>SUBJECT:</b>	<b>OBJECTION: GROVE ROAD / HARRISON DRIVE, WALLASEY - PROPOSED TRAFFIC SIGNAL JUNCTION</b>
<b>WARD/S AFFECTED:</b>	<b>WALLASEY WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

## **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers the receipt of objections received as a result of proposals to introduce traffic signals with pedestrian crossing facilities at the junction of Grove Road / Harrison Drive, Wallasey.

## **2.0 BACKGROUND AND KEY ISSUES**

- 2.1 In April 2013, following the decision by Cabinet Member for Highways & Transportation and Party Spokespersons to abandon the proposed mini-roundabout scheme at the junction of Mount Road / Broadway, Bebington forming part of the 2013/14 Transport Capital Programme of Local Safety Schemes; authority was received from the Cabinet Member for Highways & Transportation and Party Spokespersons for proposals to introduce traffic signal control at the junction of Grove Road / Harrison Drive, Wallasey and to proceed with public consultation.
- 2.2 This scheme will thus form part of Wirral Council's ongoing commitment to reduce the number and severity of casualties on Wirral's roads and will include the removal of the existing Puffin crossing facility on Wallasey Village Road south of its junction with Grove Road and the introduction of new signalised traffic control (that will also include signalised crossing facilities for pedestrians) on Grove Road, Harrison Drive, Wallasey Village, Groveland Road, Grove Road and the Wallasey Railway Station access road.
- 2.3 Following preliminary scheme design, in addition to formal consultation with Merseyside Police, Emergency Services, Merseytravel and all known potential user groups, including the Wirral Pedestrian Forum and Wirral Cycle Forum, consultation letters were delivered in early July 2013 to all properties and businesses in the immediate vicinity of the proposed scheme.

- 2.4 As a result of this period of formal public consultation, an objection to the scheme proposals was received from 'Windsors' car dealership on Harrison Drive (Peugeot showrooms on the east side and Mazda, Mitsubishi and Citroen showrooms on the west side of Harrison Drive).

### **3.0 OBJECTIONS**

- 3.1 An Officer has met with the Objector (Managing Director and a Director of 'Windsors' car dealership) to discuss their objection to the proposals. The details of that objection are described below together with an Officer response.
- 3.2 The Objector is concerned that traffic signals would discourage potential custom and believes that Wallasey traffic in particular would find alternative routes to and from the M53 Motorway, primarily via Leasowe Road.

**Grove Road and Harrison Drive form part of a busy commuter link for traffic accessing the M53 Motorway at Junction 1. Classified turning counts undertaken at the junction confirm the existence of a busy right turn demand out of Grove Road into Harrison Drive and then left into Bayswater Road during the am peak; and a high demand turning right into Harrison Drive from Bayswater Road and then left into Grove Road in the pm peak.**

**The use of traffic signals as an intelligent traffic management tool to control traffic movements, can reduce congestion, improve road safety and enable the introduction of specific strategies that regulate the use of the road network such as the provision of crossing facilities.**

**The proposed scheme has been designed specifically to address a proven accident record at the Harrison Drive / Grove Road junction and reflects Wirral Council's ongoing commitment to reduce the number and severity of casualties on Wirral's roads. The proposals will maximise traffic flow and greatly improve safety for turning traffic at the junction and in particular the right turn out of Grove Road towards Bayswater Road and onward to M53 junction1.**

**Members will also be aware that a scheme to provide a Roundabout at the junction of Harrison Drive / Bayswater Road received Cabinet approval in 18<sup>th</sup> October 2012. These improvements will complement the proposed improvements at the Harrison Drive / Grove Road junction and further ease the commuter flow to and from the Motorway network. Statutory Undertakers service diversion works have recently been completed in preparation for construction works due to commence on site shortly.**

**Officers would emphasise to Panel that not only will the proposals be expected to improve traffic flow and road safety, there is no obvious alternative route through to Leasowe Road and onward to the M53 junction 1 for north Wallasey and New Brighton traffic. The smaller surrounding residential roads and limited alternative access into Wallasey Village to the south, is likely to prove unattractive as such.**

- 3.3 The Objector has raised concern that the scheme proposals do not cater for specific operational aspects of the car dealership, including the movement of vehicles and personnel between the garages on opposite sides of the road.

**The proposed signalised pedestrian facilities will ensure the safe crossing of pedestrians wishing to access local shops and businesses, local Grove Road railway station and also assist in the safe movement of staff between garages on both sides of Harrison Drive.**

**As a result of further discussions with the Objector, the position of the stop line for the left turn into Grove Road from Harrison Drive has been adjusted to maximise the stacking length for vehicles held waiting at a red signal and 'keep clear' markings will now be incorporated adjacent to the Windsor's wash facility to ensure access between garages can be maintained at all times.**

- 3.4 The Objector raised concern that parking is at a premium in the area and the scheme will reduce the amount of available on-street parking directly adjacent to the Mazda - Mitsubishi - Citroen showrooms on the west side of Harrison Drive.

The Objector was also worried that further parking restrictions would be introduced should the scheme proceed and car-transporter movements could be affected.

**Following discussions that have since taken place with the Objector, amendments have been made to the proposed lane arrangements and road markings on the Harrison Drive approach to the signals in order to maximise and retain existing levels of on-street parking adjacent to the car dealership on both sides of Harrison Drive.**

**With the exception of the removal of the zig-zag Puffin crossing markings in Wallasey Village that will require replacement with 'no waiting at any time' restrictions, no further parking restrictions are proposed.**

**The existing long dropped-kerbside arrangement on the east side of Harrison Drive adjacent to the Peugeot frontage, used for car-transporter deliveries, will remain unaltered. Members may also wish to note that specific design considerations have been incorporated into the proposed junction improvement at Bayswater Road / Harrison Drive to accommodate car-transporter movements associated with the Windsor's car dealership.**

- 3.5 The Objector has indicated that they may wish to commission an independent report detailing these concerns further. To date, such a report has yet to be received. Should it be submitted before Panel receives this report, copies will be circulated to Panel members for consideration.

## **4.0 OTHER OPTIONS CONSIDERED**

- 4.1 None. The proposed scheme enables the Council to comply with its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004 and address the Council's LTP3 Objectives and the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.

## **5.0 RELEVANT RISKS**

- 5.1 Due to the impending conclusion of Wirral Council's current Highway Term Maintenance Contract and associated demobilisation of the workforce, there is a risk that it may not be possible to develop and deliver a replacement scheme within contractual financial timescales should these proposals not proceed. If the proposed scheme does not proceed, any replacement scheme identified would require 'slippage' of funding into 2014/15 and to be undertaken as part of the new term Highways Services Contract.
- 5.2 Failure to undertake the proposed scheme would also result in a lost opportunity to address key LTP3 Objectives and the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.

## **6.0 CONSULTATION**

- 6.1 Formal consultation was undertaken with Merseyside Police, Emergency Services and Merseytravel and letters were delivered to local residents and businesses directly fronting or adjacent to the proposed scheme informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, local Ward Members, Wirral Cycle Forum and Wirral Pedestrian Forum.
- 6.2 Following receipt of the objection, a meeting between the Objector and Officers has taken place to discuss the concerns raised.

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

- 7.1 There are no specific implications under this heading arising from this report.

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

- 8.1 The budget allocation for this scheme is £90,000, financed from the 2013/14 Local Transport Capital Programme of Local Safety Schemes.
- 8.2 Existing staff resources will be utilised in the progression of this scheme.

## **9.0 LEGAL IMPLICATIONS**

- 9.1 There are no implications under this heading.

## **10.0 EQUALITIES IMPLICATIONS**

- 10.1 As part of the development of LTP3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included a number of assessments, including an Equality Impact Assessment dated October 2010.
- 10.2 The proposed programme of works that supports the LTP3 strategy includes measures to assist the transport needs of all sections of the community.

## **11.0 CARBON REDUCTION IMPLICATIONS**

- 11.1 The scheme will help to improve the efficiency of travel on the road network and reduce CO<sub>2</sub> emissions, key aims within the Merseyside LTP.

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **13.0 RECOMMENDATION**

- 13.1 The report recommends that the Panel note the representations made and, on the basis that officers conclude the benefits of the scheme as shown in drawing no. DR&E/5/13 attached outweigh the objections raised, recommend to the Regeneration & Environment Policy and Performance Committee that the scheme is approved for implementation.

## **14.0 REASON/S FOR RECOMMENDATION**

- 14.1 The proposed scheme has been designed specifically to address a proven accident record at the Harrison Drive / Grove Road junction and reflects Wirral Council's ongoing commitment to reduce the number and severity of casualties on Wirral's roads. The proposals will maximise traffic flow and greatly improve safety for turning traffic at the junction and in particular the right turn out of Grove Road towards Bayswater Road and onward to M53 junction1.
- 14.2 The proposed signalised pedestrian facilities will ensure the safe crossing of pedestrians wishing to access local shops and businesses, local Grove Road railway station and also assist in the safe movement of staff between garages on both sides of Harrison Drive.

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## **APPENDICES**

Drawing no. **DR&E/5/13** indicating the proposed traffic signal arrangement with pedestrian crossing facilities at the junction of Grove Road / Harrison Drive, Wallasey.

## **REFERENCE MATERIAL**

Correspondence between Officers and the Objector has been used in the preparation of this report.

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

<b>Council Meeting</b>	<b>Date</b>
<b>Cabinet</b> - Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2013/14	15 <sup>th</sup> January 2013
<b>Cabinet</b> - Local Sustainable Transport Fund (LSTF) - Acceptance of Major Bid Funding	18 <sup>th</sup> October 2012