

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	CLAREMOUNT ROAD, LISCARD
WARD/S AFFECTED:	WALLASEY WARD
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to proposals to provide a pedestrian refuge island adjacent to no.26 and no.28 Claremount Road, Liscard as shown on plan no. DC/0107/100.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 Following a public consultation exercise undertaken in 2011/12 and a number of public meetings between 2011-13; a series of improvement works were agreed at the junction of Claremount Road / Broadway aimed at improving safety for pedestrians crossing at the junction of Claremount Road / Broadway following the opening of the 'St Hilary's Group Practice' Medical Centre.
- 2.2 In March 2015, the majority of those improvement works were constructed on site as part of the 2014/15 Integrated Transport Block (ITB) Capital Programme of works carried forward for delivery from 2013/14.
- 2.3 Due to unresolved objections raised by the resident of no.30 Claremount Road however, work to construct a pedestrian refuge island on Claremount Road was not progressed at that time. Following advice taken from Council Solicitors, it was determined that, due to the length of time elapsed, a further consultation exercise should be undertaken to reconfirm the objection(s) initially received and to seek any potential new objections to that element of the scheme.

3.0 OBJECTIONS

- 3.1 Following recent consultation, an objection has again been received from the resident of no.30 Claremount Road, concerned that there will be reduction in on-street parking places on Claremount Road. The objector is concerned that no.26 and no.28 Claremount Road have as many as 4 cars and still need on-street parking despite adaptations that have been made to accommodate their vehicles off-road. The objector has also expressed an opinion that local parking

congestion has been exacerbated by the building of 4 large schools in the Wallasey Village area, together with a new doctor's surgery on Broadway.

In response; the proposed refuge island is located adjacent to no.26 and no.28 Claremount Road and will mean that on-street parking directly outside either properties would no longer be possible. However, both no.26 and no.28 Claremount Road have off-street parking for several vehicles, with access via Broadway Avenue to the side / rear of no.26 and with no.28 enjoying access to a garage and a long driveway that can accommodate a number of vehicles.

- 3.2 An objection has also been received from the resident of no.26 Claremount Road who is also concerned that there will be reduction in on-street parking places on Claremount Road and feels that the proposed refuge island would be located in a dangerous position. The objector has stated that they have 4 to 5 cars in the household and that as their neighbours (no.28) park on the roadside as well as the driveway they are concerned that there is a risk pedestrians will be trying to cross in-between parked cars and to a very small island.

In response; observations made on several site visits suggest that on-street parking outside either property is rare, possibly as it is clear that such vehicles would be positioned directly opposite the junction of Broadway and would also restrict visibility for vehicles emerging from Broadway Avenue. Bearing this in mind, the effective net reduction in available safe and responsible on-street parking created by these proposals is considered to be minimal.

- 3.3 Whilst in agreement that an improvement to assist pedestrians crossing is a good idea, the resident of no.26 has suggested an alternative location for the refuge island adjacent to 'Rob's Garage' and St Hilary's Church that should be considered where the objector considers there is a wider, safer, clearer area away from parked vehicles.

In response; it would not be possible to position the proposed refuge adjacent to 'Rob's Garage' and St Hilary's Church without severely affecting daily operational aspects of the garage. Positioned adjacent to no.26 and no.28 however, the carriageway is significantly wider and would better serve the pedestrian desire line from St Georges School.

- 3.4 The objector is also concerned that a bus stopped at the bus stop adjacent to no.32 Claremount Road will create a tail-back of traffic and / or block visibility for pedestrians crossing to the proposed pedestrian refuge island.

In response; the bus stop is located on the boundary between no.32 and no.34 Claremount Road, approx. 30m distant from the point of crossing to the proposed pedestrian refuge island. Computerised vehicle-tracking software has been used to ensure vehicles can still safely negotiate a bus stationary at the bus stop. The proposed design has also been checked to ensure the wet-weather stopping distances as required by the Highway Code can be achieved.

- 3.5 An objection has also been received on behalf of the Merseyside Cycling Campaign (Wirral Group), who consider it will create a pinch point for cyclists and because there are no advance warning signs or road markings.

In response; the carriageway width between kerb and the proposed refuge island is 4.8m (both sides). This width is in excess of that recommended by current Department for Transport design advice and best practice to allow a car to safely overtake a cyclist in the 'secondary' riding position (roughly 1m to the left of the traffic flow and 0.5m to the kerbside). In view of the above; any signing to warn of hazards and / or guide vehicle positioning is considered unnecessary. All road markings proposed as part of this scheme are in full accordance with the requirements of the Traffic Signs Regulations and General Directions 2002 and The Traffic Signs Manual, Chapter 5 - Road Markings.

4.0 RELEVANT RISKS

- 4.1 Failure to undertake the proposed scheme would result in a failure to support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

5.0 OTHER OPTIONS CONSIDERED

- 5.1 None. The proposed scheme addresses the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives.

6.0 CONSULTATION

- 6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. Consultation was also undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

7.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

- 7.1 None.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 All groups will benefit from improved road safety and access to opportunity.

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

- 9.1 The cost of implementing these works is in the region of £50,000 which is funded from the 2014/2015 Integrated Transport Block (ITB) Capital Programme of works. Existing staff will be used to undertake the work.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 The Equality Impact Assessment demonstrating that there are no negative implications associated with the implementation of these proposals on the 'protected characteristics', may be accessed via the following link;

<http://www.wirral.gov.uk/my-services/community-and-living/equalitydiversity-cohesion/equality-impact-assessments/eias-2010-0>

12.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

12.1 The proposed scheme will help to support active travel modes and therefore contribute towards a reduction in CO2 emissions which is a key priority within the Transport Plan for Growth.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

14.0 RECOMMENDATION/S

14.1 Panel is requested to:

- a) Note the objections received and the Officers' responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposal as shown on attached drawing no. DC/0107/100 is approved for implementation.

15.0 REASON/S FOR RECOMMENDATION/S

15.1 To support the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives.

REPORT AUTHOR: Mark Redman

telephone (0151) 606 2110

email markredman@wirral.gov.uk

APPENDICES: DC/0107/100

BACKGROUND PAPERS/REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

<http://www.merseytravel.gov.uk/about-us/local-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16	20th July 2015