

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 SEPTEMBER 2015

SUBJECT:	THE WIEND / BROMBOROUGH ROAD, BEBINGTON
WARD/S AFFECTED:	CLATTERBRIDGE AND BEBINGTON WARDS
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 signalised pedestrian crossing phase across the Wiend at its junction with Bromborough Road, Bebington as shown on plan DC/0106/100.

2.0 BACKGROUND AND KEY ISSUES

2.1 On the 21st November 2014, the Liverpool City Region Combined Authority awarded £1,058,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.

2.2 The proposed scheme forms part of the 2015/16 Integrated Transport Block (ITB) Capital Programme of works subsequently agreed by Cabinet at its meeting of 20th July 2015 [Minute 36 refers].

3.0 OBJECTIONS

3.1 An objection to the scheme has been received by Merseyside Cycling Campaign (Wirral Group) to the absence of Advanced Stop Lines (ASL) for cyclists on two of the junction legs.

In response; where provision for cyclists is on-carriageway, new signalised junctions generally incorporate an advanced stop line (ASL) unless there are safety or operational reasons not to. A scheme to introduce traffic signal control at this junction was undertaken in 2013 and as part of those improvements ASL's were provided on 2 of the junction approaches (including The Wiend).

However, it was not considered possible to provide ASL's on the remaining 2 legs of the junction without losing a significant length of the capacity-critical 2 lane approach on the eastbound Bromborough Road approach without detrimentally affecting predicted queue lengths on the northbound Ellens Lane approach.

- 3.2 Merseyside Cycling Campaign (Wirral Group) have also requested 'an explanation as to why there is no pedestrian crossing facility to be provided between The Wiend and Ellens Lane, en-route to Port Sunlight Station and other destinations, crossing effectively three lanes of traffic including turning traffic'.

In response; as part of the improvements carried out at this junction in 2013, budget provision was made for the provision of controlled facilities for pedestrians crossing Ellens Lane and Bromborough Road on the north side of the junction only. The proposed scheme is for the provision of a signalised pedestrian crossing phase across the Wiend. The geometry of the junction arrangement precludes the possibility of providing a controlled crossing across the remaining Bromborough Road approach on the east side of the junction without losing a significant length of the capacity critical 2 lane approach.

- 3.3 Merseyside Cycling Campaign (Wirral Group) also state that they would, 'ideally like an all green phase for pedestrians, and a separate 10 second all green phase for cyclists.'

In response; the existing facilities for pedestrians crossing Ellens Lane and Bromborough Road on the north side of the junction currently operate on an 'all red' phase for traffic (i.e. 'all green' for pedestrians). The proposed controlled crossing would operate under the same 'all red' (for traffic) phase.

Current advice and best practice suggest signal layouts with dedicated cycle phases may be considered but are generally only appropriate where cyclists can undertake a manoeuvre not permitted for general traffic and which cannot be shared with pedestrians, where a cycle track or cycle-only on-road provision (e.g. contraflow or cycle routes through road closures) enters a signalised junction or where cyclists are separated from other traffic for safety reasons. The use of a separate cycle-only signal phase at this location is therefore not considered appropriate.

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. In addition, consultation was 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 approximately £10,000 which will be funded from the approved 2015/2016 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/0106/100 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: Drawing no. DC/0106/100

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