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HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

Monday, 7 September 2015

Present: Councillors: S. Williams
D. Mitchell
M. Daniel (for M.Sullivan)

33 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members were asked to consider whether they had any pecuniary interests in connection with any items on the agenda and, if so, to declare them and state what they were.

No such declarations were made.

34 OBJECTIONS: OFF ROAD SEGREGATED AND UNSEGREGATED CYCLEWAY/ FOOTPATH

The Panel considered the report of the Head of Environment and Regulation that reported upon objections submitted against the proposal to provide off – road segregated and unsegregated cycleway/footpath (s) and signalised crossing improvements along the A41 between Port Causeway and Croft Retail Park.

Mr Mark Redman, Team Leader, Wirral Council Highway Management Division outlined the report and explained that the proposals form part of Wirral Council's 2015/16 Sustainable Transport Enhancement Package Capital Programme of works agreed by Cabinet at its meeting on 20th July 2015. Members heard how the proposal would link with several similar cycle improvements recently completed along the A41 corridor.

It was reported that objections had been received from a representative of the Wirral Society of the Blind and Partially Sighted, residents from number 405, 411, 459 & 505 New Chester Road & a member of the Merseyside Cycle Campaign. The content of the objections and subsequent responses were outlined within the report.

The objection raised by the Wirral Society of the Blind and Partially sighted and the residents of 459 raised concerns over the safety of the scheme for people who are blind or visually impaired who may be unaware of the approach of cyclists. In response, Mr Redman assured the Committee that the proposals would provide for 935m of segregated cycleway/footway, delineated by a continuous raised marking (150mm in width) that is easily detected by blind and partially sighted pedestrians.

Mr D Brewer, local resident addressed the Committee to raise concerns that the bus stop layby arrangement outside his property is to be removed and the bus stop relocated onto the main carriageway, he expressed how he felt that this could cause the junction to become frequently blocked. He suggested that the bus stop be best placed further south of the A41.

Mr Redman responded by explaining that the current bus stop layby arrangement is of insufficient width to allow a bus to fully pull in safely out of the running carriageway along the A41. He then stated that he would consult with Merseytravel over the positioning of the bus stop.

Mr Beazer, cyclist and member of Merseyside Cycle Campaign addressed the Committee to speak from his individual perspective. He raised concerns over the safety of the proposed scheme and stated that he would not use the route because of the danger and the stop/starting nature of the scheme would cause his journey to be longer.

Mr Redman informed the Committee that an assessment had been undertaken to determine the safest, most appropriate way to allow cyclist to negotiate the junction and the proposal reflects this.

Mr Cranny then addressed the Committee on behalf of the Merseyside Cycle Campaign. He emphasised the dangers involved with cyclists, particularly when they are required to stop at side roads to give way to motorists.

Officers responded to questions from Members of the Committee.

Members considered all representations made orally and in writing and:

Resolved: That the Panel –

(1) note the objections received and the Officers' responses; and

(2) recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as detailed within the report be approved for implementation.

35 **OBJECTIONS: PROPOSALS TO PROVIDE A PEDESTRIAN REFUGE ISLAND, CLAREMOUNT ROAD, LISCARD**

A Report by the Head of Regulation and Environment outlined proposals to provide a pedestrian refuge island adjacent to no.26 and no.28 Claremount Road, Liscard.

It was reported that following a public consultation exercise taken 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. In March 2015, the majority of those improvement works were constructed on site as part of the 2014/15 Integrated Transport Block Capital Programme. It was explained that due to unresolved objections raised by the resident of no.30 Claremount Road, work to construct a pedestrian island on Claremount Road was not progressed at the time. A further consultation exercise on the matter was then conducted and objections were received from resident of 30 Claremount Road as outlined in the report.

Mr Redman explained that an error had been identified within the report and para 3.4 should have stated that the bus stop is situated 20m from the point of crossing to the proposed pedestrian refuge land.

Mr Kendall, local resident addressed the Committee in objection to the proposal and queried the dimensions of the proposed pedestrian refuge island.

Mr Redman explained that the proposal is 6.7m, however, this could be reviewed

Further objections were raised by Mr Kendall regarding the positioning of the bus stop and poor visibility for pedestrians on the crossing of the proposed refuge island

Mr Redman responded by stating that computerised vehicle-tracking software had been used to ensure vehicles could safely negotiate a bus stationary at the bus stop.

Mr Beazer then addressed the Committee on behalf of the Merseyside Cycle Campaign to state how they considered that the proposal would create a pinch point for cyclists.

Mr Redman informed Mr Beazer and the Committee that the carriageway width between the kerb and the proposed refuge island is 4.8m (both sides) and that this is in excess of that recommended by current Department for Transport design advice.

Officers responded to questions by Members

Resolved: That the Panel –

(1) note the objections received and the Officers' responses; and

(2) recommend to the Regeneration and Environment Policy and Performance Committee that the proposal as outlined in the report be approved for implementation.

36 **OBJECTIONS: PROPOSALS TO PROVIDE A PEDESTRIAN REFUGE ISLAND, WALLASEY VILLAGE**

A Report by the Head of Environment and Regulation reported upon proposals to provide a pedestrian refuge island to replace the existing traffic splitter – island on Wallasey Village adjacent to its junction with Beechwood Avenue, Wallasey.

Mr Mark Redman outlined the report and informed Members that an objection had been received from Merseyside Cycle Campaign (Wirral Group). Concerns were raised that a 'pinch point' would be created for cyclists between the nearside kerb and the refuge island.

Members heard that the available carriageway width between the proposed pedestrian refuge island and nearside kerb build-out(s) will be 4m, the recommended minimum width in accordance with current Department for Transport advice.

Officers responded to questions from Members

Resolved that the Panel –

(1) note the objection received and Officers' responses; and

(2) recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as detailed in the report be approved for implementation.

37 **OBJECTIONS: SIGNALISED PEDESTRIAN CROSSING PHASE, THE WIEND/ BROMBOROUGH ROAD**

A Report by the Head of Regulation and Environment reported upon a proposals to provide a signalised pedestrian crossing phase across the Wiend at its junction with Bromborough Road, Bebington.

Mr M Redman presented the report and outlined objections as submitted by Merseyside Cycling Campaign (Wirral Group).

Mr R Graham addressed the Committee on behalf of the Merseyside Cycling Campaign. He outlined concerns regarding the absence of Advanced Stop Lines (ASL) for cyclists on two of the junction legs.

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

Officers responded to questions from Members

Resolved that the Panel –

(1) note the objections received and Officers' responses; and

(2) recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as detailed in the report be approved for implementation.