

4 SEPTEMBER 2019

REPORT TITLE	OLD CHESTER ROAD, ROCK FERRY WARD – PROPOSED CASUALTY REDUCTION SCHEME
REPORT OF	INTERIM DIRECTOR HIGHWAYS & STREETSCENE

REPORT SUMMARY

This report considers an objection to the proposed traffic calming and 20mph introduction in the Old Chester Road area, Rock Ferry as shown on plan DC/0534/100. These proposals have been prioritised as part of the 2018 / 19 Transport Plan for Growth programme.

This matter affects Rock Ferry Ward.

The report recommends that the Cabinet Member notes the objection and that the proposal is approved and implemented.

This matter is not a Key Decision.

RECOMMENDATION/S

The Cabinet Member for Community Services is requested to:

- (1) Note the objection received and the Officers' responses; and
- (2) Approve the proposed traffic calming and 20mph in the Old Chester Road area as shown on attached drawing no. DC/0534/100 for implementation.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 This proposal was identified as part of the 2018/19 Transport Plan for Growth Capital Programme. Wirral Council is committed to improving road safety across the Borough.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 As part of the design process Officers investigated the possibility of introducing an additional Puffin crossing on Old Chester Road outside McColl's newsagent but due to on street parking and the servicing of the shop this idea was dismissed. In addition, the introduction of a Puffin crossing at this location would not prevent further recorded injury accidents from occurring along Old Chester Road within the vicinity of Tranmere Urban Village.

3.0 BACKGROUND INFORMATION

- 3.1 On the 2nd February 2018, the Liverpool City Region Combined Authority awarded £1,150,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.
- 3.2 The proposed scheme arises from investigations into road safety records occurring on Old Chester Road with 11 injury collisions over the last 6 years between Grove Road (excluded) and Cobden Place (excluded). Of these 7 involved pedestrians. Further investigations into the collisions indicate that up to 7 of these could potentially be prevented if additional traffic calming measures were implemented.
- 3.3 The proposed scheme forms part of the 2018/19 Transport Plan for Growth Capital Programme of Works (Integrated Transport Block - ITB) subsequently agreed by Cabinet at its meeting of 26th March 2018 [Minute 104 refers].

4.0 PUBLIC CONSULTATION

- 4.1 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 has been undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association, and Merseytravel.
- 4.2 During the consultation exercise one objection was received against the proposals. Our records also show that one person also contacted the Council during the consultation period in support of the proposals. The outstanding objection is summarised as follows:-
- 4.2.1 The objector would prefer to see four way lights introduced at the junction of Old Chester Road / St Pauls Road / Well Lane stating that there is limited visibility to the right pulling out of Well Lane and this contributes to accidents.

In response; this project is aimed at reducing the number of personal injury accidents in Old Chester Road between St Paul's Road and Cobden Place as a route action. However, it is considered that the introduction of a 20mph Traffic Regulation Order along the route with physical traffic calming features will assist traffic egressing from side roads onto Old Chester Road. This junction has 4 recorded injury collisions in the most recent 5 year study period of which only 1 is likely to have been prevented should traffic signals be introduced. The initial estimates for traffic signals at this junction is in excess of £180,000.

- 4.2.2 The objector would prefer to see the introduction of a Puffin crossing on Old Chester Road near Grenville Road. The objector suggests that McColl's should use the delivery bay at the side of the shop and that the McColl's delivery wagons currently create a hazard when they park on Old Chester Road because motorists can't see around them when pulling out of the side roads.

In response; A meeting was held with McColl's during the preliminary design process and Officers were advised that McColl's are not set up logistically to deliver stock. The side entrance located within Grenville Road and that the internal structure of the shop is such that the old loading bay cannot now be used. In addition, McColl's have stated that they have had stock stolen from delivery vehicles.

As part of the design process Officers investigated the possibility of introducing a Puffin crossing near to the junction of Old Chester Road/Cobden Place/Grenville Road. However the controlled area (white zig-zag markings) for a formal crossing which are a legal requirement would significantly reduce/remove on street parking and prevent the servicing of local shops and was discounted in favour of the proposed scheme.

There are existing waiting restrictions at this junction which are enforced by the Council.

- 4.2.3 The objector states that existing traffic noise on Old Chester Road already disturbs them in the evening and believes that the introduction of traffic calming features will make this even worse. The objector states that the humps could increase congestion.

In response; Due to the strategic nature of the Old Chester Road, the gradient for the up/down part of the road humps is required to be shallower gradients to permit easier passage for public service vehicles – as part of the requirements for Merseytravel. Officers consider that traffic noise should not significantly increase as a result of vehicles travelling over the traffic calming measures. The humps are designed in accordance with the guidelines set by the Department for Transport and are intended to maintain vehicle speeds at or below 20mph. During daytime hours the traffic along the route is interrupted by parked vehicles and congestion

through Tranmere Urban Village, therefore, the acceleration and deceleration of vehicles is already present.

4.2.4 The objector also states that the humps won't slow some drivers down.

In response; In addition to the physical measures which are designed in accordance with Department for Transport guidelines, a formally signposted 20 mph Traffic Regulation Order will be introduced which can be enforced by Merseyside Police.

5.0 FINANCIAL IMPLICATIONS

5.1 The projected cost of implementing these works is approximately £80,000 which will be funded from the 2018/2019 Transport Plan for Growth Capital Programme of works.

6.0 LEGAL IMPLICATIONS

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

6.2 The maintenance of highways, promotion of road safety and the management of traffic are statutory duties for the Council.

7.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

7.1 Existing staff resources will be used to deliver this project

8.0 RELEVANT RISKS

8.1 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.

9.0 ENGAGEMENT/CONSULTATION

9.1 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, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

10.0 EQUALITY IMPLICATIONS

Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2014-0#wgSM-0>

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APPENDICES

DRAWING REFERENCE DC/0534/100 – CASUALTY REDUCTION SCHEME

BACKGROUND PAPERS

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet - Transport Plan For Growth Programme 2018/19	26th March 2018
Council – Amendment to Scheme of Delegation – Objections to Highways Proposals	14th December 2015