

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 17th SEPTEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTIONS: CYCLING STRATEGY SCHEME - MOUNT PLEASANT ROAD / MOUNT ROAD (WALLASEY & NEW BRIGHTON WARDS)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to the proposed "Cycling Strategy" scheme for Mount Pleasant Road / Mount Road, Wallasey.
- 1.2 The report recommends that Panel notes the objections and that the "Cycling Strategy" scheme consisting of a Toucan Crossing and associated improvements as shown on attached Drawing No. Beng/59/09/a be recommended for approval and implementation.

2.0 BACKGROUND

- 2.1 On 24th February 2009, Streetscene & Transport Services Overview and Scrutiny Committee considered a report on this year's Transport Capital Programme – Environment / Air Quality and subsequently endorsed and referred matters to Cabinet for approval.
- 2.2 The Transport Capital Programme – Environment / Air Quality Programme for 2009/10 was subsequently approved at Cabinet meeting on the 19th March 2009 (Minute 421 refers).
- 2.3 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on site and Party Spokespersons and Ward Members were informed.
- 2.4 During the advertisement period unresolved objections to the proposals were received from 8 households. The content of these objections are outlined with a response in Appendix A.

3.0 SUMMARY

- 3.1 Cycling, and the provision of cycling infrastructure and facilities, is an integral part of achieving the wider aims and objectives within the Local Transport Plan including, reducing congestion, improving road safety and air quality and increasing accessibility.

The proposed scheme forms part of the previously approved District Cycle Action Plan (DCAP), which forms part of the Merseyside and Wirral Cycling Strategies and is a network of identified routes. In the development of this network we are aiming to achieve an increase in the number of local journeys made by bicycle, by local people. The network will involve the signing of routes to main shopping centres, health centres, schools, libraries, leisure facilities and to the wider cycle network, or National Cycle Network (NCN) links. In places, the network will also require some physical infrastructure works to be implemented to aid less experienced cyclists across busier road junctions and the proposed scheme has been identified as such. This particular scheme will aid more vulnerable cyclists and pedestrians to cross Mount Pleasant Road and will provide a vital link in the network to local facilities including shops, GP Surgery and Earlston Gardens.

3.2 In the last 36 months for which information is available there have been 4 recorded personal injury accidents (RPIAs) at this junction. An in-depth study of the accident details suggests that at least 2, possibly 3 of the above accidents would be influenced by the provision of the proposed Toucan crossing.

3.3 The Council prioritises its resources in line with the aspirations of the Local Transport Plan objectives which includes making specific improvements in Local and National Performance Indicators. For Wirral Council the achievement of road safety national indicators is a key aim in the Corporate Plan and also the Wirral Local Area Agreement.

4.0 FINANCIAL IMPLICATIONS

4.1 The overall works, estimated to cost in the region of £75,000, will be financed from the 2009/10 Transport Capital Programme.

5.0 STAFFING IMPLICATIONS

5.1 Existing staff resources have been used for the design and will be used for the supervision of the works.

5.2 There are no additional financial or staffing implications arising directly from this report. Future maintenance costs will be met from mainstream Highway Maintenance Revenue budgets.

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

6.1 There are no implications under this heading.

7.0 COMMUNITY SAFETY IMPLICATIONS

7.1 The provision of a Toucan crossing will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general. It will also assist in addressing the proven injury accident record at this location.

8.0 LOCAL AGENDA 21 IMPLICATIONS

8.1 The scheme will assist cyclist and pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle – key aims within the Merseyside Local Transport Plan.

9.0 PLANNING IMPLICATIONS

9.1 There are no specific planning implications arising directly from this report.

10.0 ANTI-POVERTY IMPLICATIONS

10.1 There are no specific anti-poverty implications arising directly from this report.

11.0 SOCIAL INCLUSION IMPLICATIONS

11.1 There are no specific social inclusion implications arising from this report.

12.0 LOCAL MEMBER SUPPORT IMPLICATIONS

12.1 This report has implications for Members in Wallasey and New Brighton Wards.

13.0 BACKGROUND PAPERS

13.1 Letters and emails received from residents objecting to and supporting the scheme have been used in the preparation of this report.

14.0 RECOMMENDATIONS

- 14.1 Panel is requested to note the objections received and the officers' responses and recommend to the Overview and Scrutiny Committee that the "Cycling Strategy" scheme at the junction of Mount Pleasant Road and Mount Road, Wallasey (as shown on Drawing No. Beng/59/09/a be approved for implementation.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

	OBJECTION	RESPONSE
(i)	A crossing would be more suitable near Mount Primary School.	The Toucan crossing will form part of an overall cycle route linking the community to key local amenities. The Toucan crossing will provide a safe location for pedestrians to cross Mount Pleasant Road.
(ii)	Few cyclists will use the facility	This particular scheme will aid more vulnerable cyclists and pedestrians to cross Mount Pleasant Road and will provide a vital link in the network to local facilities including shops, GP Surgery and Earlston Gardens.
(iii)	The position of the Toucan crossing will increase the risk of collision at the junction of Mount Pleasant Road / Mount Road / Kirkway	In the last 36 months for which information is available there have been 4 recorded personal injury accidents (RPIA's) at this junction. An in-depth study of the accident details suggests that at least 2, possibly 3 of the above accidents would be influenced by the provision of the proposed Toucan crossing.
(iv)	The position of the cycleway (on footway) will increase the risk of collision were it runs adjacent to a vehicle crossing	A section of the proposed cycle route does in part conflict with vehicle crossings from an adjacent property. It is the responsibility of the driver to ensure that there are no pedestrians, cyclists or motor vehicles on the highway before undertaking a manoeuvre out of a driveway.
(v)	The cycleway facilities and Toucan crossing will not increase safety for cyclists	The cycleway is designed in accordance with the Guidelines set by the Department for Transport. A signalised facility will improve safety for cyclists wishing to cross Mount Pleasant Road from Mount Road to Kirkway and vice versa.
(vi)	Zig-Zag markings will reduce the amount of available on-street parking.	The proposed scheme will reduce the overall on street parking availability by one car space.
(vii)	The Cycling scheme is a waste of Council resources.	The proposed scheme forms part of the District Cycle Action Plan (DCAP), which is a network of identified routes. In the development of this network we are aiming to achieve an increase in the number of local journeys made by bicycle, by local people.
(viii)	The scheme will involve the removal of a Tree.	The scheme will involve the removal of an established tree. Funding will be provided as part of the scheme to facilitate the planting of a replacement tree in a suitable position.
(ix)	The funding would be better spent on the erection of a CCTV camera to monitor unsociable behaviour.	The funding for this scheme cannot be used to facilitate the erection of a CCTV camera to monitor unsociable behaviour in the area.
(x)	A mini roundabout is required at the junction.	The construction of a mini roundabout at this junction would not be possible without the acquisition of adjacent land to facilitate the swept paths of buses.

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	OBJECTION	RESPONSE
(xi)	The Toucan crossing will increase air pollution	It is considered that there should be little change in pollution levels. Breaks in traffic flows on Mount Pleasant Road will allow some vehicle manoeuvres from standing traffic out of Kirkway and Mount Road.
(xii)	Mount Pleasant Road is too narrow for a cycleway.	There are no plans to construct an on road cycleway in Mount Pleasant Road.
(xiii)	The overall scheme will affect adjacent property values.	There is no evidence to suggest that the introduction of a Toucan crossing would have a negative impact on adjacent property values.
(xiv)	Mount Pleasant Road should be made one-way.	This scheme is designed to increase the safety of cyclists at the junction of Mount Pleasant Road and Mount Road. I would not recommend the introduction of a one-way Traffic Regulation Order in Mount Pleasant Road as it is a main arterial link to the surrounding area.