



## Highways and Traffic Representation Panel

**Date:** Monday, 8 November 2010

**Time:** 2.00 pm

**Venue:** Committee Room 3 - Wallasey Town Hall

**Contact Officer:** Brian Ellis  
**Tel:** 0151 691 8491  
**e-mail:** brianellis@wirral.gov.uk  
**Website:**

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### AGENDA

**1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members are asked to consider whether they have personal or prejudicial interests in connection with any item(s) on this agenda and, if so, to declare them and state what they are.

Members are reminded that they should also declare, pursuant to paragraph 18 of the Overview and Scrutiny Procedure Rules, whether they are subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

**2. SCHOOL KEEP CLEAR MARKINGS (Pages 1 - 12)**

**3. SPEED LIMIT REVIEW (Pages 13 - 20)**

**4. PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN MELLOR ROAD/ROSEBERY GROVE/AMERY GROVE, PRENTON (Pages 21 - 26)**

**5. PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES TO SLOW TRAFFIC SPEED IN PARK ROAD, WALLASEY AND THE SURROUNDING AREA (Pages 27 - 32)**

**6. PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN WRIGHT STREET, WALLASEY (Pages 33 - 38)**

- 7. TEEHEY LANE , BEBINGTON (Pages 39 - 44)**
- 8. ST PAUL'S ROAD, SEACOMBE (Pages 45 - 50)**
- 9. BERWYN DRIVE, HESWALL - UPDATE (Pages 51 - 62)**

The Director of Technical Services will give a verbal update. Copies of the minute and report to the last meeting are attached.

- 10. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010

#### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### OBJECTION: SCHOOL KEEP CLEAR MARKINGS, VARIOUS LOCATIONS

##### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections to the provision of waiting restrictions at two locations following an audit of school keep clear and associated Traffic Regulation Orders around the vicinity of all schools, within Wirral.
- 1.2 The report recommends that the Panel note the objections however in the interests of road safety that the proposed waiting restrictions are recommended to Sustainable Communities Overview and Scrutiny committee for approval and implementation, as advertised.

##### 2.0 BACKGROUND

- 2.1 An audit in the vicinity of all schools has recently been undertaken to ensure compliance with current Department for Transport (DfT) regulations and resolve a number of anomalies where schools have changed their entrances.
- 2.2 Guidance from the Department for Transport (DfT) on the introduction of School Keep Clear markings indicates that they are intended to be used to protect pedestrians so that they have clear visibility of traffic and vice versa as well as identifying a safe area around the school.
- 2.3 I have consulted with schools to ascertain which pedestrian entrances are currently in use and give an opportunity for them to highlight any particular concerns they have relating to safety of pupils, parking and school related traffic etc.
- 2.4 I have undertaken my normal procedure for advertising such proposals by erecting notices on site and advertising in local papers. Additionally I have written to residents affected by particular schemes to notify them of the proposals and invite comments.
- 2.5 Following concerns raised by schools, together with site observations by my Road Safety Team, some new waiting restrictions were also advertised to regularise parking in the interests of road safety and reduction of congestion.
- 2.6 Phase 1 of this project has reviewed 114 of the 137 schools, with 133 individual waiting restriction orders advertised. I intend to complete outstanding schools within Phase 2 in due course.
- 2.7 Of the 133 School Keep Clear / Traffic Regulation Orders advertised so far, there have been objections at 2 locations.

##### 3.0 OBJECTIONS AND RESPONSE

###### 3.1 ELLERAY PARK SCHOOL

- 3.1.1 Residents of Elleray Park (property numbers 34 and 36) have submitted two separate objections to the proposals as shown on the attached drawing, No. BEng/51/10.

- 3.1.2 Both objectors are concerned that the proposals will exacerbate the problems they face in parking outside their properties, as at present there is no signage that delineates the hours in which drivers cannot stop on the School Keep Clear markings. If parking is restricted by a traffic regulation order the objectors feel that vehicles will then park opposite the school, outside their properties. The objectors feel that parking issues are mainly caused by teaching staff / visitors who park for long periods of time throughout the day. Separate objections to the proposals as shown on the attached drawing, No. BEng/51/10.
- 3.1.3 Objectors request that the street be considered for a residents parking scheme.
- 3.1.4 Elleray Park School Caters for children with special needs. The majority of children travel to / from school by minibus which pick up and set down children within the school grounds via in and out gates.
- 3.1.5 The site has School Keep Clear markings which are currently unenforceable without the necessary regulatory signs. A number of children are brought to school by private taxi who currently stop on the School Keep Clear Markings to unload their passengers.
- 3.1.6 Should the appropriate signs be introduced to enable enforcement activities to prevent other vehicles from blocking this area, taxis setting down children with disabilities and other Special Educational Needs would no longer be able to do so.
- 3.1.7 Following discussions with Elleray Park School, I consider the introduction of a taxi bay would provide space to pick / set down the pupils safely.
- 3.1.8 Whilst residents of Elleray Park Road do not have off street parking provision, there are only houses on one side of the road and a park and the school opposite. The school makes great effort to permit staff parking within the school grounds, whilst it cannot regulate this, the head teacher requests that staff park considerately in the local area.
- 3.1.9 This area would not meet the Council Criteria for the introduction of a residents Parking Scheme.
- 3.2 BRACKENWOOD PRIMARY SCHOOL, PULFORD ROAD
- 3.2.1 Residents from property numbers 3, 5 and 7 have objected to the proposals detailed in appendix BEng/51/10. This is further supported by objections from Councillor Jerry Williams and Councillor Walter Smith.
- 3.2.2 Objectors are concerned that they, or their visitors will not be able to park outside their properties or anywhere within the turning head during its hours of operation (Monday- Friday 8am – 5 pm), despite the 'school run' being a problem for part of the day.
- 3.2.3 Objectors also feel that the proposals will push parking towards the junction of Holmway / Norbury Avenue, increase double parking or parking across driveways.
- 3.2.4 Objectors are also concerned that the introduction of waiting restrictions in the turning head will lead to their properties being devalued.
- 3.2.5 One objector is concerned that the introduction of a post and waiting restriction sign will cause an obstruction for a relative using a wheelchair.
- 3.2.6 One objector states that the introduction of yellow lines will increase vehicle speeds whilst using the turning circle, therefore making the situation dangerous for pupils.

- 3.2.7 In addition to the objections, I have received a letter of support from a resident who believes the advertised proposal will assist them manoeuvring to / from their property. Indeed they would want the time of operation for this restriction to be extended to 'no waiting at any time'
- 3.2.8 The school itself have also raised their concerns that vehicles currently park within the turning head, restricting turning manoeuvres and obstructing visibility of pedestrians in this area, which is close to one of the pupil entrances. The school support the introduction of the proposed waiting restrictions.
- 3.2.9 Holmway is a cul-de-sac serving 8 properties. Plan no. BEng/51/10 shows the existing layout including the footpath which connects Holmway to Pulford Road / Higher Bebington and also serves an entrance to Brackenwood Primary School.
- 3.2.10 A School Keep Clear marking is currently situated on one side of Holmway, extending into part of the turning head. This marking is not currently legally enforceable, as it has no mandatory signs. The layout of this marking does not fully cover the area regularly used by pedestrians and children accessing the footpath / school.
- 3.2.11 I do not consider that the introduction of the necessary signs would provide an effective area to protect the footpath which leads to Pulford Road / Higher Bebington Road and the adjacent school.
- 3.2.12 Whilst the objectors raise concerns over parking and visitor parking, my investigations reveal that all properties directly affected by the proposed restriction have some form of off-street parking provision, though this may not cater for numbers of visitors. There are some on-street parking spaces, however there are pressures on this, particularly at school start and finish times.
- 3.2.13 I consider the proposals to restrict parking during the working day (Monday to Friday 8am – 5pm) provides a reasonable compromise to ensuring the turning area, together with the area adjacent to the footpath to the school is unobstructed. The proposals will displace approximately 2 – 3 vehicles from parking within the turning area. I do not consider that the proposals will inevitably mean that these displaced vehicles will park across driveways or obstruct nearby junctions any more than currently occurs.
- 3.2.14 I also do not consider that vehicle speeds will significantly increase within the turning area. Holmway and its turning head are already of limited width. I believe that there are greater road safety benefits by restricting parking in the turning head than any significant increase in speed.
- 3.2.15 The exact location of necessary signage to support proposed waiting restriction has yet to be determined. My officers have noted that such signs / posts can be accommodated at the back of footway where they will not obstruct pedestrians or wheelchair users.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 Estimated cost for provision of taxi bays within Elleray Park Road, relating to Elleray Park School in the region of £360.
- 4.2 Estimated cost for works within Holmway and Pulford Road, relating to Brackenwood Infant School, in the region of £581. Specifically, the work relating to Holmway is estimated at £220.

#### **5.0 STAFFING IMPLICATIONS**

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

## **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

6.1 The provision of the taxi bays in Ellery Park Road will assist the safe drop off / pick up of pupils from Elleray Park School who have statements of special educational need.

## **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

7.1 There are no identified issues under this heading for this report and its recommendation.

## **8.0 COMMUNITY SAFETY IMPLICATIONS**

8.1 The implications under this heading are addressed in the report.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

## **10.0 PLANNING IMPLICATIONS**

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

## **11.0 ANTI-POVERTY IMPLICATIONS**

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

## **12.0 HUMAN RIGHTS IMPLICATIONS**

12.1 There are no implications under this heading.

## **13.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

14.1 This report has implications for Members in the Wallasey and Bebington Wards.

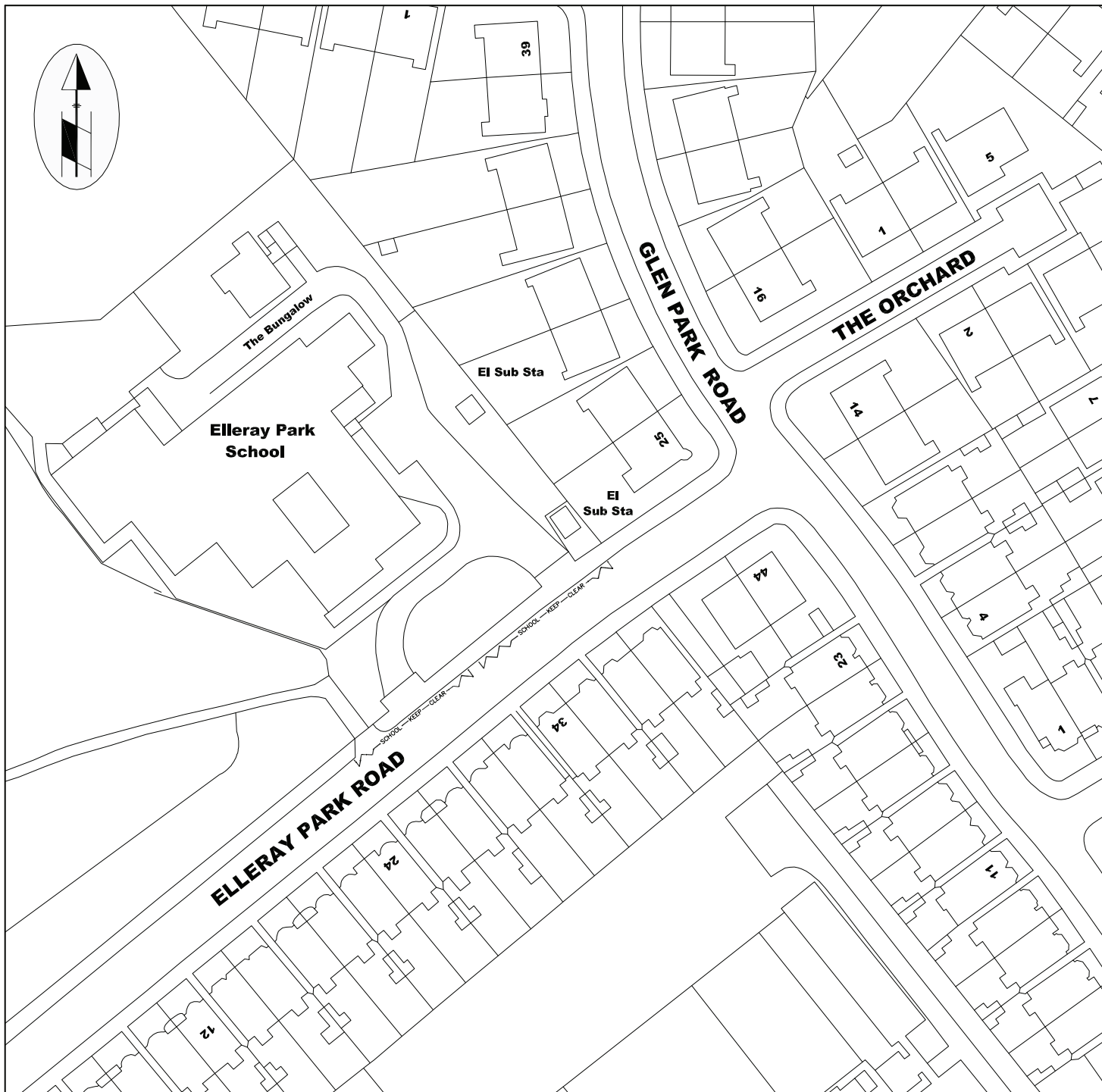
## **15.0 BACKGROUND PAPERS**

15.1 Letters received from residents objecting to the scheme have been used in the preparation of this report.

## **RECOMMENDATIONS**

The Panel is requested to note the objections and the officers' responses and recommend to the Sustainable Communities Overview & Scrutiny Committee that the waiting restrictions be approved for implementation in Holmway and Elleray Park Road, as advertised.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES



## KEY



Existing School Keep  
Clear Markings



# WIRRAL

Technical Services Department

**David Green**

**Director**

**Objection to remove School Zig Zag Markings and introduce taxi bays  
Ellerray Park School  
Ellerray Park Road, Wallasey  
Existing Layout**

Scale

**1:1000**

Date

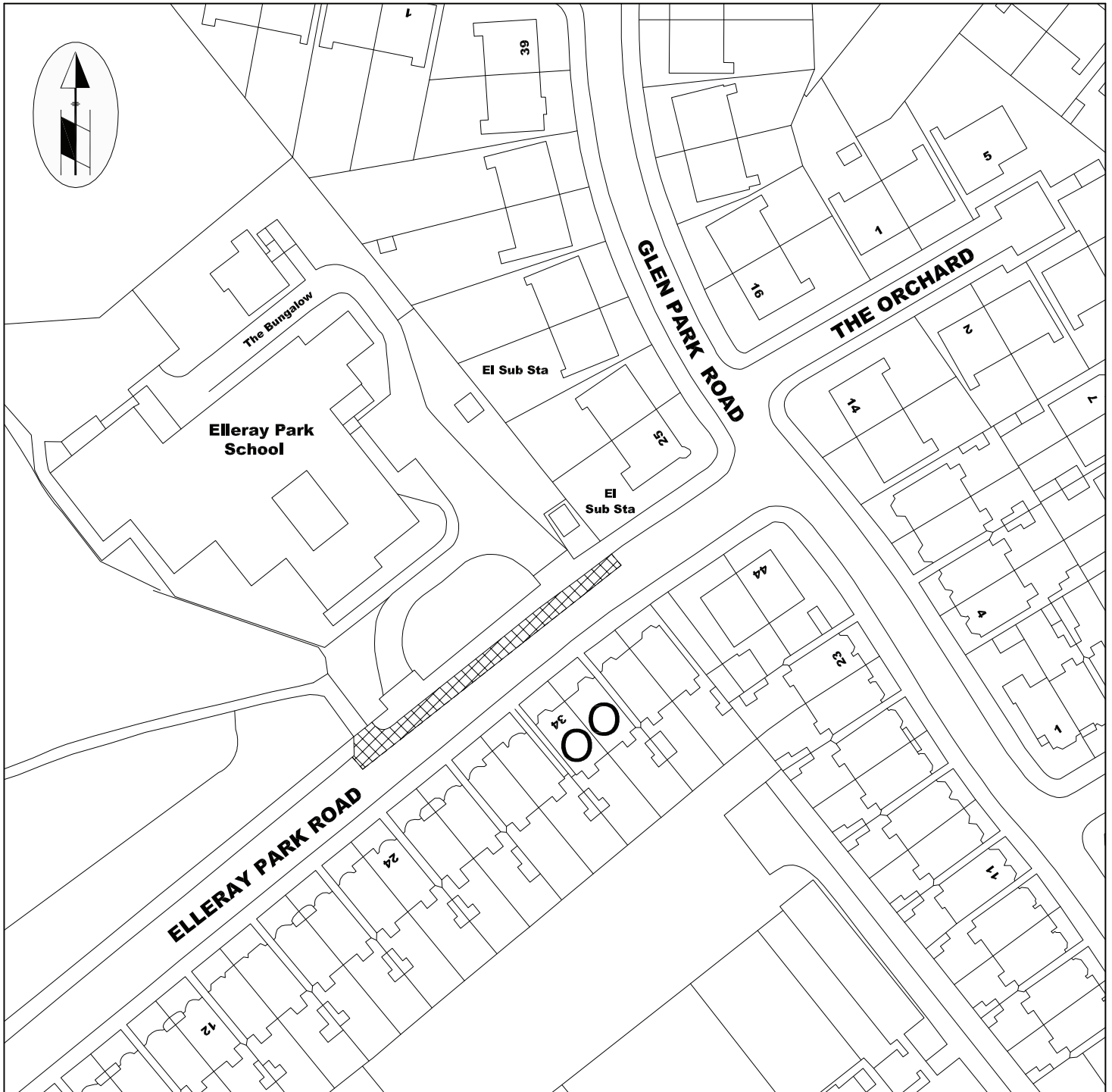
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Plan Ref No.

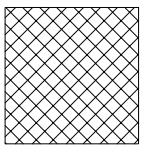
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## KEY



Proposed Parking restrictions  
No Stopping  
Mon - Fri  
8am - 5pm  
Except Taxis

○ - Objections



# WIRRAL

Technical Services Department  
**David Green**  
Director

**Objection to remove School Zig Zag Markings and introduce taxi bays**  
**Ellerray Park School**  
**Ellerray Park Road, Wallasey**  
**Proposed Layout**

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## KEY



Existing School Keep  
Clear Markings



# WIRRAL

**Technical Services Department**

**David Green**  
**Director**

**Objection to remove School Zig Zag Markings and introduce waiting restrictions**  
**Brackenwood Infants School**  
**Holmway, Bebington**  
**Existing Layout**

Scale **1:1000**

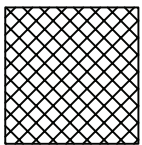
Date **October 2010**

Plan Ref No. **B.Eng/51/10C**

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# KEY



Proposed Parking restrictions  
No waiting  
Mon - Fri  
8am - 5pm

O - Objections

S - Letter of support



**WIRRAL**

**Technical Services Department**

**David Green  
Director**

**Objection to remove School Zig Zag Markings and introduce waiting restrictions  
Brackenwood Infants School  
Holmway, Bebington  
Proposed Layout**

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## **WIRRAL COUNCIL**

### **HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **OBJECTIONS: SPEED LIMIT REVIEW PROPOSALS – VARIOUS LOCATIONS**

##### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers objections received to proposals recommended as part of the Speed Limit Review study for various locations across the Borough.
- 1.2 The report recommends that the Panel notes the objections and that the proposals as shown on the attached consultation papers be recommended to Overview & Scrutiny Committee for approval and implementation.

##### **2.0 BACKGROUND**

- 2.1 Following new guidance for the setting of local speed limits published by the Department for Transport, local authorities are required to undertake a review of speed limits on all A and B classified roads and implement any necessary changes by 2011.
- 2.2 The layout of the road network in Wirral means that there are a number of C classified roads which form important local distributor routes linking A or B classified roads. Additionally, officers are mindful that inappropriate speed on rural roads also creates many issues for other road users. In order to ensure uniformity throughout the highway network, Wirral Council have also taken the opportunity to review speed limits on a number of these other strategic routes.
- 2.3 New guidance issued by the Department for Transport recommends various factors to be considered when determining the appropriate speed limit for a length of highway. These factors include the existing measured speeds driven on the road, length, traffic flows, road user types, type and amount of development and road safety history.
- 2.4 I reported these criteria and methodology to Cabinet at its meeting of 23 July 2009 which set out key principles and processes for the determination of speed limits.
- 2.5 To ensure a robust analysis and review was undertaken, a Panel consisting of:
  - an independent consultant (AECOM),
  - Traffic Management Officers
  - Head of Service (Technical Services)
  - Network Traffic Manager
  - Road Safety Manager
  - Traffic Police (Traffic Management Officer)
  - Local Police (Inspector in charge of local roads policing)was formed to evaluate the review and carry out the necessary assessments.

##### **3.0 SPEED LIMIT REVIEW PANEL**

- 3.1 The Speed Limit Review Panel assessed the suitability of existing speed limits and considered a number of different factors including road safety analysis, cost and safety benefits, enforcement, maintenance of proposed

schemes, changes in driver behaviour and the consistency of speed limits. Discussions have also been held with neighbouring local authorities over cross boundary routes to ensure a consistent approach is maintained.

- 3.2 Following this analysis, the Speed Limit Review Panel proposed a number of speed limit recommendations, which are based on robust evidence and follow the guiding principles published within Department for Transport guidance.

#### **4.0 STATUTORY CONSULTATION**

- 4.1 Legal notices advertising the speed limit review proposals were placed on the roads and in the press on the 22 September 2010, with an objection period from 22 September to the 15 October 2010. All Party Spokespersons and Ward Members were informed.
- 4.2 Consultation papers showing the extents of the proposals were delivered to all frontages directly affected. The proposals were also available to view on-line via Wirral Council's web site.

#### **5.0 OBJECTIONS**

- 5.1 During the statutory advertisement period two unresolved letters of objection were received from the Cyclists' Touring Club and Merseyside Cycling Campaign (Wirral Group). The content of the objector's concerns and my officer response is outlined in Appendix A.

#### **6.0 ENFORCEMENT OF SPEED LIMITS**

- 6.1 In making decisions on these orders members should be aware that the Police only have very limited resources for enforcing existing or new speed limits.

#### **7.0 FINANCIAL IMPLICATIONS**

- 7.1 As set out in the Cabinet report dated 10<sup>th</sup> December 2008, the cost of the project will be met from the existing LTP Capital 2008-2011 budget, as follows:

2010/11 - £155k

- 7.2 There will be ongoing maintenance costs in maintaining the resulting assets to be contained within the Department's existing revenue budgets.

#### **8.0 STAFFING IMPLICATIONS**

- 8.1 Existing staff resources will be used for the design and will be used for the supervision of the works.

#### **9.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 9.1 There are no specific ethnic minority or elderly person implications, although lower speed limits should make the road safer.

#### **10.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 10.1 The proposed scheme would have positive health implications through improvements in road safety.



## **11.0 COMMUNITY SAFETY IMPLICATIONS**

- 11.1 Properly configured speed limits should have a positive impact on the number of collision occurrences on Wirral's roads.

## **12.0 LOCAL AGENDA 21 IMPLICATIONS**

- 12.1 There are no implications under this heading.

## **13.0 PLANNING IMPLICATIONS**

- 13.1 There are no implications under this heading.

## **14.0 ANTI-POVERTY IMPLICATIONS**

- 14.1 There are no implications under this heading.

## **15.0 HUMAN RIGHTS IMPLICATIONS**

- 15.1 There are no human rights implications arising from this report.

## **16.0 SOCIAL INCLUSION IMPLICATIONS**

- 16.1 There are no implications under this heading.

## **17.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

- 17.1 This report has implications for Members in the Bebington, Clatterbridge, Greasby, Frankby and Irby, Hoylake and Meols, Moreton West and Saughall Massie, Prenton and Upton Wards.

## **18.0 BACKGROUND PAPERS**

- 18.1 Letters and emails received from the Cyclists' Touring Club and Merseyside Cycling Campaign (Wirral Group) objecting to the Speed Limit Review recommendations have been used in the preparation of this report.

## **19.0 RECOMMENDATIONS**

- 19.1 Panel is requested to:
- a) Note the objections received and the officers' responses; and
  - b) Recommend to the Overview & Scrutiny Committee that the Speed Limit Review recommendations (as shown on the enclosed consultation papers) be approved for implementation.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

## **APPENDIX A – SPEED LIMIT REVIEW OBJECTIONS**

### **B5137 Brimstage Road, Bebington**

Proposal – Relocation of existing 30mph / National Speed Limit gateway

Objection – We object that the 30mph limit / gateway is not being altered to finish/start at the Clatterbridge roundabout.

Response – The principle behind increasing the speed limit along this short link was supported by evidence that drivers coming from a largely rural road network or motorway had not sufficiently reacted to the existing 30mph speed limit signs (possibly due to their proximity to the complex signalised motorway junction). The section of road concerned does not have any frontage and does not have the usual attributes drivers associate with a 30mph speed limit, although street lighting is present on one side of the road.

The proposed amendment offers an opportunity to create a highly visible gateway approaching a built-up area. The Panel considered that such a gateway, in advance of the Toucan crossing, closer to the built up area is likely to achieve greater respect by drivers thus reducing vehicle speeds and improving road safety on the approach to its junction with Beechway and the residential area.

Recommendation – It is recommended that this proposal is implemented as advertised.

### **A5137 Brimstage Road / Whitehouse Lane, Brimstage**

Proposal – Reduce from National Speed Limit to 50mph

Objection – We object that the limit is not being reduced from national speed limit to 40mph. The road is narrow meaning that it is particularly hazardous when motorists are passing other vulnerable road users including horse-riders, cyclists and pedestrians of which there are high numbers given the rural area. It has a number of bends, junctions and accesses. It is unlit apart from the area of the defined village community.

We object that the current 30mph limit in the village area is not being extended to west of Talbot Avenue in recognition of National Cycle Route 56 to better protect the large number of cyclists who use it.

Response – This route, running from the A540 to the west and the M53 Junction 4 Interchange to the east has two sections where proposed speed limit changes are proposed (Old Lane to Talbot Avenue and the link from east of Brimstage Lane to M53 Junction 4). Both sections are largely rural in nature and are located on an A class road. The guidance recommends that the speed limit in rural areas should be 50/60mph for most high quality strategic A and B roads with few bends, junctions or accesses. It is also noted that this route was subject to full carriageway reconstruction during April 2010.

The Panel also recommended including Whitehouse Lane in the speed reduction proposals to improve consistency and compliance.

The Panel considers that given the overall layout of this A class road, together with its road safety record, it is appropriate to reduce the speed limit to 50mph. The Panel believe that further reduction in the speed limit to 40mph will not necessarily bring any greater road safety benefits, and is likely to lead to a high rate of non-compliance. Guidance issued by the Dft also supports the Panels views. Following our widespread approach to setting local speed limits our Panel

considers that a 40mph speed limit is suited to routes where frontage development is dominant or where there is a significant number of vulnerable road users.

Recommendation – It is recommended that this proposal is implemented as advertised.

### **A551 Upton Bypass, Upton**

Proposal – Increase from 30mph to 40mph

Objection – We object to the increase of the speed limit from 30mph to 40mph in a short stretch between two roundabouts in an area that is a network of minor rural lanes.

Response – This route provides a by-pass of the built up area of Upton and stretches from Arrowe Park Road in the south to the start of the M53 Junction 2 to the north. The route has very limited development and frontage access and is a single carriageway standard with street lighting present. The proposed speed limit change would improve the management and suitability of speeds along this route and assist in achieving more appropriate vehicle speeds thus encouraging compliance. Recorded 85<sup>th</sup> percentile speeds are much higher than the set limit and the road meets the criteria for a higher speed road.

Recommendation – It is recommended that this proposal is implemented as advertised.

### **Heron Road, Hoylake / Pump Lane, Greasby / Saughall Massie Road, Saughall Massie**

Proposal – Reduce from National Speed Limit to 50mph along Heron Road and Pump Lane. Increase from 30mph to 50mph along part of Saughall Massie Road.

Objection – We object that the speed limit is not being reduced to 40mph. Heron Road / Pump Lane is narrow meaning that it is particularly hazardous when motorists are passing other vulnerable road users including horse-riders, cyclists and pedestrians. It has a number of bends. It is largely unlit.

Response – Heron Road and Pump Lane are rural in nature, there is very limited development and frontage access along the routes and they all meet the criteria for a higher speed road.

Following the resurfacing of Heron Road and introduction of safety measures including SLOW and edge of carriageway markings, marker posts, cats eyes and signage, road safety has significantly improved on this road. Introducing a 50mph speed limit reduction would provide significant benefits including the opportunity to improve consistency with adjoining link roads including Saughall Massie Road to the east and the existing 50mph speed limit on the western section of Saughall Massie Road. In addition I consider that this consistent approach will achieve greater respect by drivers and improve compliance. Following our widespread approach to setting local speed limits our Panel considers that a 40mph speed limit is suited to routes where frontage development is dominant or where there is a significant number of vulnerable road users.

Recommendation – It is recommended that this proposal is implemented as advertised.

## **Storeton Village, Storeton**

**Proposal** – Reduce from National Speed Limit to 30mph within Village area and relocation of existing 30mph / National Speed Limit gateway along Lever Causeway.

**Objection** – We support the proposed speed limit reductions and alteration to 30mph gateway. We object to what seems an extension to the national limit for a short distance on the approach to the village from the east.

We take this opportunity to record our disappointment that the Review retains the national speed limit of 60mph on the Lever Causeway, itself. It is an accident black spot. We feel that a reduction in speed on the open stretch is essential alongside installation of road lighting and/or development of a segregated green way to either side of the carriageway for shared use by walkers, runners, horse-riders and cyclists.

**Response** – Lever Causeway currently has minimal frontage development and access and the accident rate is below the DfT threshold levels for action. Although there have been a small number of KSI casualties, these have not been due to the speed of traffic. The route also has good forward visibility.

Relocating the existing gateway along Lever Causeway will provide the opportunity to create a highly visible gateway approaching a built-up area. The Panel considered that such a gateway, in advance of the village, closer to the built up area is likely to achieve greater respect by drivers thus reducing vehicle speeds and improving road safety.

A Local Safety Scheme incorporating enhanced signing, extensive road markings and marker posts has been introduced on Levers Causeway during the last two years. Following detailed investigation into the crash history, this scheme does not warrant further speed reduction measures, however an ongoing programme of monitoring is in place. Road safety has improved and there have been no recent recorded injury accidents.

The programme of work for footway / cycleway measures for this year has been approved by the Council and this location was not identified as a priority within the programme. As with all roads throughout the Borough, it will be considered again when drawing up future programmes.

**Recommendation** – It is recommended that this proposal is implemented as advertised.

## **B5136 Thornton Common Road / B5151 Willaston Road, Clatterbridge**

**Proposal** – Reduce from National Speed Limit to 50mph

**Objection** – We object to the reduction of the speed limit to only 50mph between Clatterbridge and the Thornton Common Road roundabout, and, on to the Willaston Road and Thornton Common Road. There are a number of bends, junctions and accesses, at times affording little clear sight of other vulnerable road users. As would be expected in what is a rural area, there is a high mix on these roads of horse-riders, cyclists, walkers and runners. A speed of 40mph is far more appropriate.

**Response** – Thornton Common Road and Willaston Road are both rural in nature, have very limited development and frontage access and meet the criteria for a higher speed road. Both routes have recently been subject to carriageway

surface dressing and there are also proposals to introduce Local Safety Schemes comprising of enhanced warning signage and road markings.

The proposed speed limit change along Willaston Road is also consistent with proposals being considered by our neighbouring authority Cheshire West and Chester Council, as this is a cross boundary route.

Recommendation – It is recommended that this proposal is implemented as advertised.

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## **WIRRAL COUNCIL**

### **HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN MELLOR ROAD/ROSEBERY GROVE/AMERY GROVE, PRENTON**

##### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers a 51 signature petition submitted via then Councillor Doyle in April 2010 requesting traffic calming measures in Mellor Road, Rosebery Grove and Amery Grove, Prenton.
- 1.2 The report concludes that no physical traffic calming measures can be justified at the present time and recommends that the Sustainable Communities Overview and Scrutiny Committee be informed that no further action should be taken in respect of this petition.

##### **2.0 BACKGROUND**

- 2.1 Mellor Road is a two way residential road approximately 6.7m wide which runs from Rosebery Grove to Waverley Grove. It has a residents parking scheme in operation on the south east side of its road and public parking on the opposite side.
- 2.2 Rosebery Grove is a two way residential road approximately 5.8m wide which runs from Woodchurch Lane to Mellor Road. It has a residents parking scheme in operation on the west side of its road and parking restrictions in the form of double yellow lines on the opposite side.
- 2.3 Amery Grove is a two way residential road approximately 5.6m wide which runs from Woodchurch Lane to Mellor Road. It has a residents parking scheme in operation on the west side of its road and parking restrictions in the form of double yellow lines on the opposite side.

##### **3.0 PETITION**

- 3.1 A petition containing 51 signatures was presented to a meeting of the Council on 15 April 2010.
- 3.2 The petition calls for traffic calming measures to be introduced in Mellor Road, Rosebery Grove and Amery Grove, Prenton.
- 3.3 The lead petitioner has expressed concerns over vehicular speed and the volume of traffic when children are playing in the road.
- 3.4 An officer from my Traffic Management Division contacted the lead petitioner and explained that the Local Safety Scheme Programme, which can

incorporate Speed Reduction Schemes, was considered at the Council's Cabinet meeting on 4 February 2010. Mellor Road and its surrounding area was not identified as a priority within this programme, however, continued monitoring of the traffic conditions at this location will be undertaken and should there be a significant change this locus will be considered again when drawing up future programmes.

- 3.5 The lead petitioner was also informed of the dangers of allowing children to play on or adjacent to roads. Indeed, during the past five years there have been two tragic road deaths involving young children playing unsupervised in roads where traffic calming had already been introduced.
- 3.6 A spot traffic speed survey was undertaken in Mellor Road which revealed a low average speed of 24mph and an extremely light flow of vehicular traffic.
- 3.7 My investigations into the road safety records for Mellor Road and the surrounding area show that it has an excellent personal injury accident record during the latest three year study period. I do not consider that the introduction of traffic calming measures will result in a significant reduction of vehicle speeds or lead to an improvement in the already excellent accident record, therefore the introduction of traffic management measures are not warranted at this present time. My road safety officers will, however, continue to offer education to children and parents about the highway environment.
- 3.8 Commensurate with this information my officer informed the lead petitioner of the various measures that can be carried out within the area:
  - The joint "Community Speedwatch" initiative the Council has with Police which aims to empower local communities to make drivers more aware of inappropriate speed should the lead petitioner or other concerned neighbours wish to take this forward.
  - This road could be considered for the community speed initiative "Bring Accidents Down 2 Zero".
  - As a result of the lead petitioners concerns raised regarding traffic speeds in Mellor Road and the surrounding area, Merseyside Police who are responsible for the enforcement of speed limits, have been contacted requesting that this area be given some additional enforcement.
  - The speed alert trailer could be used on and around this locus although the use of this highly visible and effective equipment is dependent upon a safe and effective location following a risk assessment.
- 3.9 Following the above information the lead petitioner was invited to withdraw the petition. She declined to do so and therefore, in accordance with Standing Order 34 of the Council's Constitution, it is necessary to report this matter to your panel.



#### **4.0 FINANCIAL IMPLICATIONS**

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

#### **5.0 STAFFING IMPLICATIONS**

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

#### **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 6.1 There are no implications under this heading.

#### **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 7.1 There are no identified issues under this heading for this report and its recommendation.

#### **8.0 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 The implications under this heading are addressed in the report.

#### **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

#### **10.0 PLANNING IMPLICATIONS**

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

#### **11.0 ANTI – POVERTY IMPLICATIONS**

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

#### **12.0 SOCIAL INCLUSION IMPLICATIONS**

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

#### **13.0 HUMAN RIGHTS IMPLICATIONS**

- 13.1 There are no implications under this heading.

#### **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

14.1 This report has implications for Members in the Prenton Ward.

#### **15.0 BACKGROUND PAPERS**

15.1 A petition and survey documents have been used in the preparation of this report.

#### **16.0 RECOMMENDATIONS**

16.1 The Panel is requested to:

- (1) Note the petitioners request for traffic calming measures to slow the speed of traffic in Mellor Road, Prenton and the surrounding area.
- (2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action should be taken in respect of the petition requesting traffic calming measures to slow the speed of traffic in Mellor Road, Prenton and the surrounding area but that the situation will continue to be monitored.

DAVID GREEN  
DIRECTOR OF TECHNICAL SERVICES



**WIRRAL**

**Technical Services Department**

David Green  
Director

Petition: Request for Traffic Calming  
Mellor Road  
and Surrounding Area  
Prenon Ward

Scale

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## **WIRRAL COUNCIL**

### **HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010**

#### **REPORT OF THE DIRECTOR OF TECHNICAL SERVICES**

#### **PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES TO SLOW TRAFFIC SPEED IN PARK ROAD, WALLASEY AND THE SURROUNDING AREA**

##### **1.0 EXECUTIVE SUMMARY**

- 1.1 This report considers a 521 signature petition submitted via Councillor Knowles in October 2009 requesting further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area.
- 1.2 The report concludes that no additional traffic management measures are justified at the present time and recommends that the Sustainable Communities Overview and Scrutiny Committee be advised that no further action should be taken in respect of this petition, but that the situation will continue to be monitored.

##### **2.0 BACKGROUND**

- 2.1 In 2001, following a detailed investigation into the then comparatively poor casualty record, a local safety scheme was introduced in Park Road and wider surrounding area.
- 2.2 The scheme, shown on drawing number TS0100b0 included a 20 mph zone and a series of road humps. These were designed in accordance with national Department for Transport guidance to ensure the scheme's 20 mph speed limit was self-enforcing.

##### **3.0 PETITIONS**

- 3.1 A 521 signature petition from residents in Park Road and the surrounding area was submitted in October 2009 by Councillor Knowles requesting further road safety measures to reduce the speed of traffic "due to recent accidents".
- 3.2 An officer from my Traffic Management Division has contacted the lead petitioner to discuss their concerns in more detail and inform them of the safety works already undertaken in this area.
- 3.3 Despite the presence of the existing measures, the petitioner feels that additional measures could be taken to improve road safety.
- 3.4 An analysis by my Accident Investigation Unit revealed that there had been one recorded personal injury accident in Park Road during the latest three year study period. This involved an unsupervised 7 year old child being struck by a vehicle, travelling between 15 and 20 mph, whilst playing on the road. There is no evidence to suggest that inappropriate speed was a factor in this accident. In the surrounding area there has been 3 accidents, none of which related to inappropriate speeding. One accident involved an unsupervised 5 year old child being struck by a vehicle travelling at slow speed, whilst playing on the

carriageway. Of the remaining two accidents, one occurred on the footway and the other was a two vehicle parking issue.

- 3.5 Following receipt of this petition, traffic speed surveys were undertaken at four locations within the area in November 2009. These revealed relatively low speeds in general with an average speed of 21 mph.
- 3.6 The lead petitioner has been advised of the findings of the survey and was invited to withdraw the petition. She declined to do so and therefore, in accordance with Standing Order 34 of the Council's Constitution, it is necessary to report this matter to your Panel.
- 3.7 I can confirm that my Road Safety team actively engage with local schools, including Somerville Primary School, which is sited immediately within this area.
- 3.8 Programmes of road safety education are regularly undertaken including interactive child pedestrian training and assessments with feedback to parents.
- 3.9 I consider that no additional traffic management measures are warranted at this present time, however, my Road Safety officers will continue to offer education to children and parents about the highway environment.

#### **4.0 FINANCIAL IMPLICATIONS**

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

#### **5.0 STAFFING IMPLICATIONS**

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

#### **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 6.1 There are no implications under this heading.

#### **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 7.1 There are no identified issues under this heading for this report and its recommendation.

#### **8.0 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 The implications under this heading are addressed in the report.

#### **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

## **10.0 PLANNING IMPLICATIONS**

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

## **11.0 ANTI – POVERTY IMPLICATIONS**

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

## **12.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **13.0 HUMAN RIGHTS IMPLICATIONS:**

- 13.1 There are no implications under this heading.

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS:**

- 14.1 This report has implications for members in the Seacombe Ward.

## **15.0 BACKGROUND PAPERS:**

- 15.1 A petition and survey documents have been used in the preparation of this report.

## **16.0 RECOMMENDATIONS:**

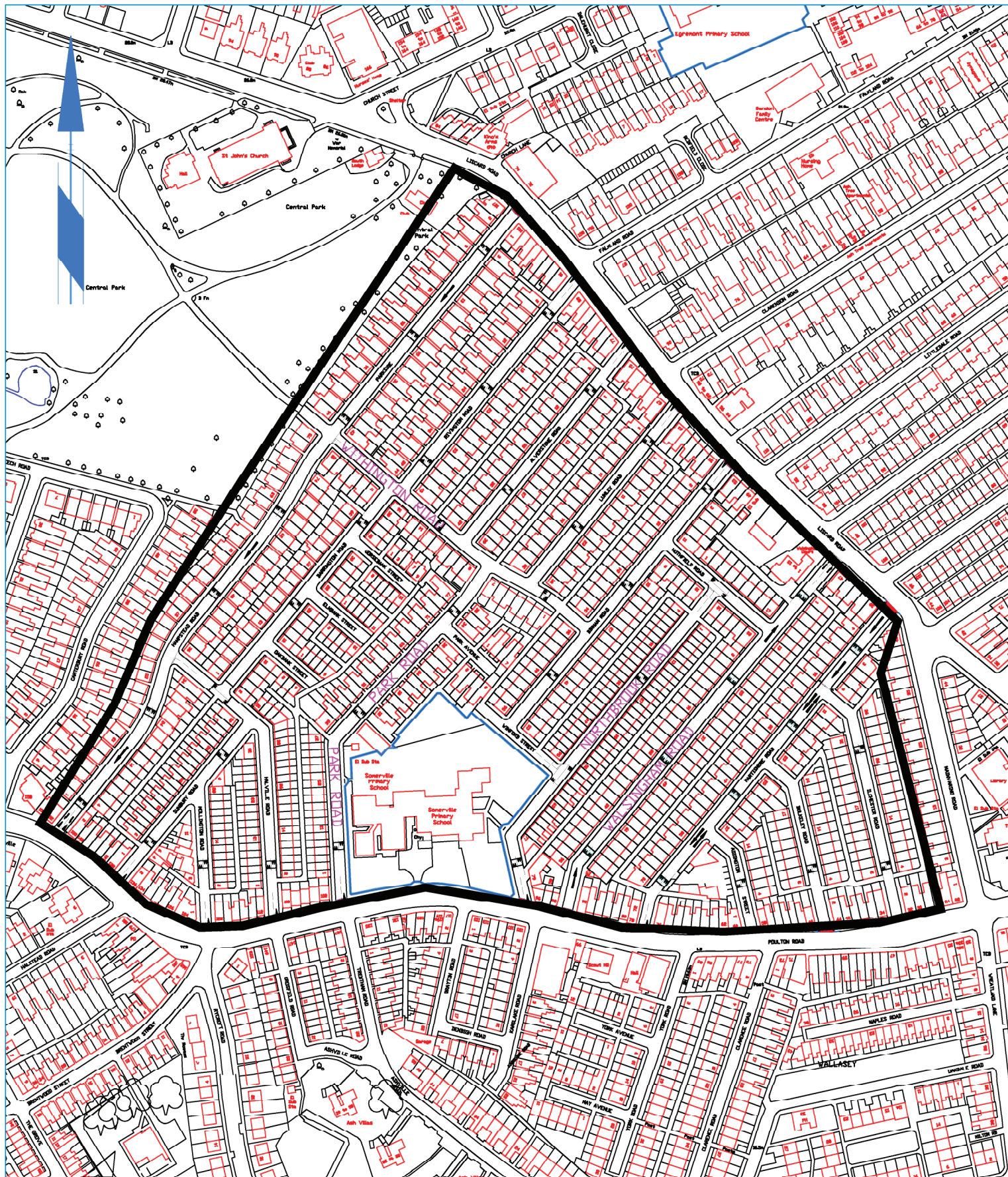
- 16.1 The Panel is requested to:

- (1) Note the petitioners request for further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area.
- (2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action should be taken in respect of the petition requesting further road safety measures to slow the speed of traffic in Park Road, Wallasey and the surrounding area but that the situation will continue to be monitored.

DAVID GREEN  
DIRECTOR OF TECHNICAL SERVICES

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**WIRRAL**

**Technical Services Department**

David Green  
Director

Petition: Further Road Safety Measures  
Park Road & Surrounding Area  
Wallasey  
Seacombe Ward

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL – 8 NOVEMBER 2010

#### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN WRIGHT STREET, WALLASEY

##### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 105 signature petition submitted via Councillor Dodd in July 2010 requesting traffic calming measures in Wright Street, Wallasey.
- 1.2 The report concludes that, based on the Council's adopted criteria, physical traffic calming measures are not justified at this time and recommends that the Sustainable Communities Overview and Scrutiny Committee be informed that no further action should be taken in respect of this petition but that the situation will continue to be monitored.

##### 2.0 BACKGROUND

- 2.1 Wright Street is a one way residential road which runs from Kingslake Road to Tobin Street. It has parking in operation on the north east side of its road with double yellow lines prohibiting parking in the south west side for the full length of the road.
- 2.2 Terrace type housing fronts Wright Street for its length on the north east side and the majority of the south west side. There is very limited off street parking available, with considerable demand for parking within the road.

##### 3.0 PETITION

- 3.1 A petition containing 105 signatures was presented to a meeting of the Council on 12 July 2010.
- 3.2 The petition calls for traffic calming measures to be introduced in Wright Street, Wallasey.
- 3.3 The lead petitioner has expressed concerns over vehicular speed and the volume of traffic when children are playing in the road.
- 3.4 An officer from my Traffic Management Division visited the lead petitioner and explained that the Local Safety Scheme Programme, which can incorporate Speed Reduction Schemes, was considered at the Council's Cabinet meeting on 4 February 2010. Wright Street and its surrounding area was not identified as a priority within this programme.
- 3.5 Five spot traffic speed surveys were undertaken in Wright Street over a two month period which revealed low average speeds of 25, 24, 23, 21 and 22 and a relatively light flow of vehicular traffic.
- 3.6 The petitioners expressed their concern that they felt it was unsafe for children to play within the road, however, I do not consider that this is a safe practice. Indeed, during the past five years there have been two tragic road deaths involving young children playing unsupervised in roads where traffic calming had already been introduced. The lead petitioner was informed of the dangers of children playing on or adjacent to roads.

- 3.7 My investigations into the road safety records for Wright Street show that it has an excellent personal injury accident record during the latest three year study period. I do not consider that the introduction of traffic calming measures will result in a significant reduction of vehicle speeds or lead to an improvement in the already good accident record, therefore the introduction of traffic management measures are not warranted at this present time. My road safety officers will, however, continue to offer education to children and parents about the highway environment.
- 3.8 Commensurate with this information my Officers have informed the lead petitioner of the following measures that could be carried out within the area:
- The joint "Community Speedwatch" initiative that the Council has with the Police, which aims to empower local communities to make drivers more aware of inappropriate speed, could be introduced should the lead petitioner or other concerned neighbours wish to take this forward.
  - This road could be considered for the community speed initiative "Bring Accidents Down 2 Zero".
- 3.9 My officers have also considered an alternative to road humps as a form of traffic calming: by moving a central section of the double yellow lines currently in place along the south west side of the road to a position immediately opposite on the north east side, effectively providing a chicane in the road.
- 3.10 In order to maintain traffic flow and prevent vehicles parking opposite each other within the relatively narrow road, an area of overlap of the double yellow lines on each side of the road would be required. During my investigations, it was noted that a number of vehicles park on the existing double yellow lines. Should this occur within the overlap area of double yellow lines on the approach or exit from the parking chicane it is likely to cause an obstruction on Wright Street. Wright Street is a one way road and vehicles would not be permitted to reverse out of it should they not be able to manoeuvre through.
- 3.11 This alternative will lead to a loss of on-street parking for approximately four to six vehicles. Given the already considerable pressure on parking provision within Wright Street, such a scheme may not find favour with residents.
- 3.12 My officers consider that due to the already low average speeds of vehicles on Wright Street this measure may not significantly affect vehicle speed.

#### **4.0 FINANCIAL IMPLICATIONS**

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

#### **5.0 STAFFING IMPLICATIONS**

- 5.1 There are no additional implications under this heading arising from the recommendation of this report.

#### **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 6.1 There are no implications under this heading.

#### **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 7.1 There are no identified issues under this heading for this report and its recommendation.

## **8.0 COMMUNITY SAFETY IMPLICATIONS**

8.1 The implications under this heading are addressed in the report.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

## **10.0 PLANNING IMPLICATIONS**

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

## **11.0 ANTI – POVERTY IMPLICATIONS**

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

## **12.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **13.0 HUMAN RIGHTS IMPLICATIONS**

13.1 There are no implications under this heading.

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

14.1 This report has implications for Members in the Seacombe Ward.

## **15.0 BACKGROUND PAPERS**

15.1 A petition and survey documents have been used in the preparation of this report.

## **16.0 RECOMMENDATIONS**

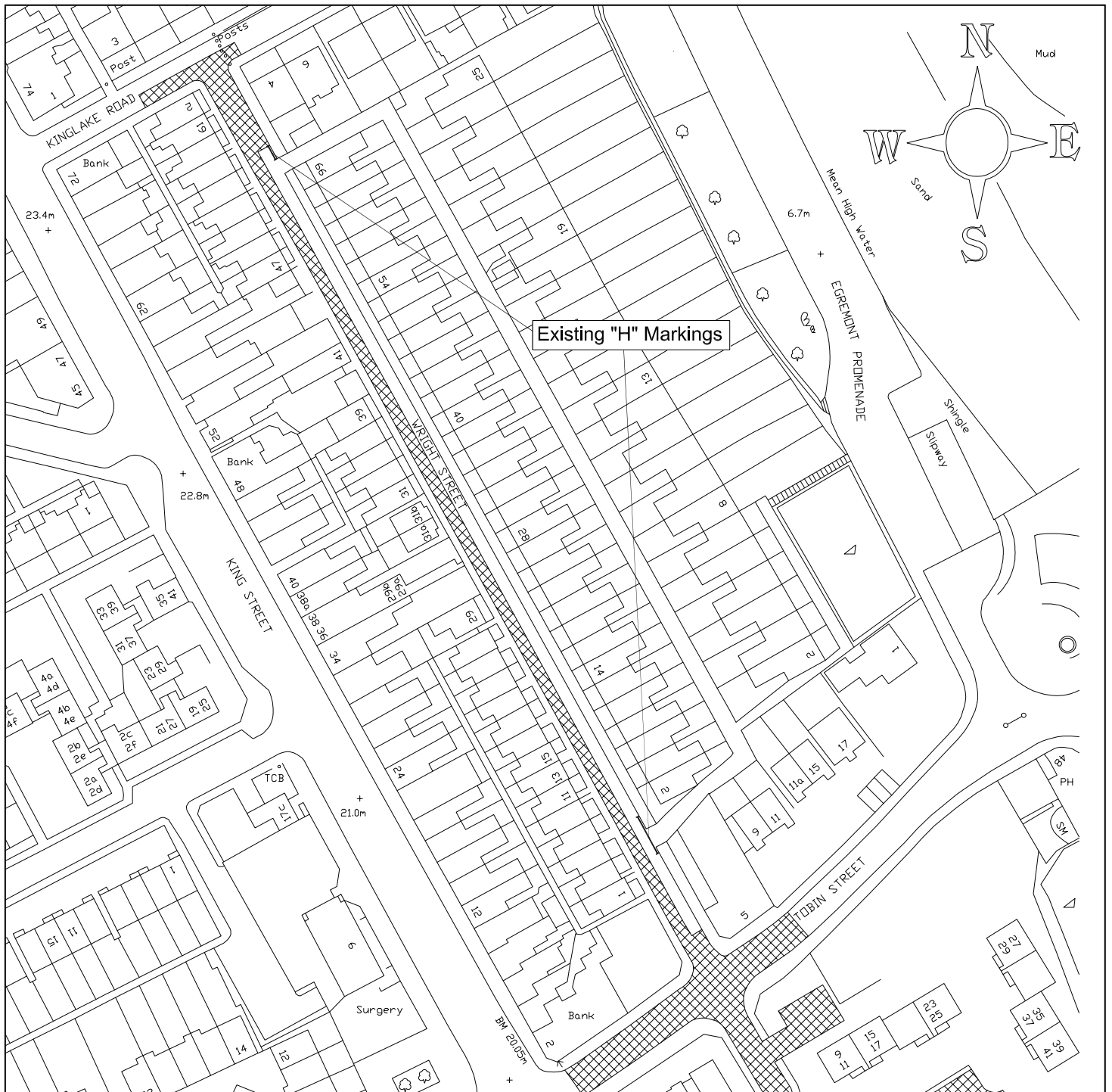
16.1 The Panel is requested to:

- (1) Note the petitioner's request for traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area.
- (2) Recommend to the Sustainable Communities Overview and Scrutiny Committee that no further action is taken in respect of the petition requesting traffic calming measures to slow the speed of traffic in Wright Street and the surrounding area but that the situation will continue to be monitored.

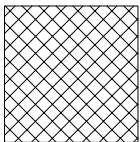
DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

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## KEY



Existing  
No waiting at any time

## Note:

Wright Street is a one way street traffic flowing from Kingslake Road to Tobin Street



# WIRRAL

## Technical Services Department

David Green  
Director

Traffic Calming - Committee Report  
Wright Street  
Wallasey  
Existing Parking Restrictions

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## WIRRAL COUNCIL

### HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 8<sup>th</sup> NOVEMBER 2010

#### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### OBJECTION TO PEDESTRIAN REFUGE SCHEME - TEEHEY LANE, BEBINGTON (BEBINGTON WARD)

##### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection received from the resident of 6 Teehey Lane, Bebington to the introduction of a pedestrian refuge island on Teehey Lane between Bracken Lane and Gorseyville Road, Bebington.
- 1.2 The Panel is requested to note the objector's concerns but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme be implemented as advertised.

##### 2.0 BACKGROUND

- 2.1 On 4<sup>th</sup> February 2010 a report was submitted to Cabinet detailing a programme of Local Safety Schemes forming part of the 2010/11 Transport Capital Programme - Road Safety block.
- 2.2 During the latest 3-year period for which such information is available to me, there has been 1 recorded personal injury accident involving a pedestrian crossing at or in close proximity of the junctions of Teehey Lane with Gorseyville Road and Brackenwood Road.
- 2.3 Further detailed analysis of accident data dating back to 1991 confirms a consistent pattern of pedestrian accidents at this location with a total of 7 recorded personal injury accidents being recorded during this period. Three of those accidents involved pedestrians younger than 13 and 3 involved pedestrians aged 60 and older.
- 2.4 Members may also recall a 44 signature petition was submitted in 2005 requesting the provision of a safe pedestrian crossing facility on Teehey Lane to assist pedestrians crossing between Gorseyville Road and Brackenwood Road. The location was subsequently added to the priority list of requests and assessments for pedestrian crossings and reported to Cabinet on 4<sup>th</sup> February 2010.
- 2.5 Following public consultation, 2 individual objections to the proposals were received. Further discussions resulted in the withdrawal of 1 objection (from the resident of no.2 Teehey Lane, directly adjacent to the proposed pedestrian refuge island). The remaining objector is resident of no.6 Teehey Lane.
- 2.6 A local member has also made representations on behalf of the resident of no.6 Teehey Lane and asked that the objections and concerns expressed by the resident are given full and due consideration.

##### 3.0 OBJECTIONS AND RESPONSE

- 3.1 The resident of no.6 Teehey Lane is concerned that as the junction of Brackenwood Road / Teehey Lane / Gorseyville Road is 'staggered' in nature, both drivers and cyclists already have to constantly check traffic from many directions with the proximity of the bend, speed of approaching traffic and adjacent access to the Bebington Care Home adding to their difficulties. The objector feels that the added complication of a pedestrian island requiring extra vigilance from drivers emerging from Brackenwood Road and Gorseyville Road could potentially put pedestrians in more danger.

- 3.2 The provision of a pedestrian refuge will allow pedestrians to cross in 2 movements, simplifying the crossing manoeuvre and enabling them to concentrate on vehicles approaching from one direction at a time. This will prove to be of particular benefit for children, the elderly and persons with disabilities.
- 3.3 The proposed position of the pedestrian refuge island is such that it will be clearly visible to drivers emerging from Brackenwood Road and Gorseyville Road.
- 3.4 The proposed pedestrian refuge island will be positioned approximately 65m from the apex of the bend to the south. Drivers approaching from the south will have approximately 90m forward visibility of the island.
- 3.5 The objector is also concerned that the recently introduced traffic regulation Order (TRO) prohibiting vehicles from parking on grass verges would create difficulties for traffic negotiating the proposed refuge island.
- 3.6 All properties in the vicinity of the proposed pedestrian refuge island have adequate off-street parking arrangements. Observations carried out since the introduction of the verge parking TRO suggest that there will be no detrimental impact on traffic negotiating the island.
- 3.7 The objector is also concerned that the island would create difficulties for vehicles turning out of both Brackenwood Road and Gorseyville Road and particular difficulties for school buses turning left into Brackenwood Road.
- 3.8 The pedestrian refuge island has been carefully designed to accommodate the 'swept path' of all vehicles expected to use the junction.
- 3.9 Buses turning left into Brackenwood Road currently have to cross the centre-line into the opposing southbound lane of Teehey Lane in order to carry out their manoeuvre.
- 3.10 The proposed scheme will include works to widen the carriageway by approximately 1.2m directly adjacent to the refuge island together with modifications to the junction radii. These works will allow a bus to turn left into Brackenwood Road without having to cross into the opposing lane on Teehey Road and will have the added benefit of improving the general alignment for all traffic passing through the junction.
- 3.11 The objector has suggested that an alternative solution would be to move the existing bus stop on Teehey Lane to an alternative location and include a refuge crossing at this point.
- 3.12 Site observations, underpinned with pedestrian counts, confirm that at peak times in particular both the elderly and the young, including children from various local schools, experience great difficulty in crossing Teehey Lane between Bracken Lane and Gorseyville Road. Positioning the refuge further away from the junction would remove the facility away from where there is a clearly defined need and demand to cross.
- 3.13 Despite attempts to identify such, the proliferation of opposing and offset driveways and difficulties in establishing a safe and potentially suitable alternative location that would be required for one, possibly two, nearby bus stops also precludes such a suggestion as a viable alternative.
- 3.14 The objector is also concerned that vehicles parking on Teehey Lane adjacent to the Bebington Care Home would create difficulties for traffic negotiating the proposed pedestrian refuge island. The objector also states that extensive parking occasionally takes place when open public events are held at the Care Home. The objector states that during such events vehicles may be observed parked up around the bend to the south of the junction and on the adjacent verge/footpath.

3.15 Numerous site observations undertaken suggest that there is little if any parking that takes place on Teehey Lane associated with the Bebington Care Home. Any instances of inappropriate, illegal or dangerous parking observed in the vicinity of the bend will be referred to the Chief Constable for appropriate action.

3.16 As with all schemes that are introduced on the highway, its impact on general traffic conditions will be carefully monitored and appropriate action taken should future site conditions change.

#### **4.0 SUMMARY**

4.1 As well as improving road safety and being of particular benefit to children, the elderly and persons with disabilities the proposed scheme would also help to encourage a healthier mode of transport through walking for pedestrians in general.

4.2 This report recommends that the provision of a pedestrian refuge island and TRO, as indicated in drawing no. BENG/49/10, be implemented.

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 The provision of a pedestrian refuge island and associated works, estimated to cost approximately £15,000 will be financed from the programme of Local Safety Schemes forming part of the 2010/11 Transport Capital Programme - Road Safety block.

#### **6.0 STAFFING IMPLICATIONS**

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

6.2 There are no additional financial or staffing implications arising directly from this report. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

#### **7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

7.1 The provision of a pedestrian refuge in Teehey Lane will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

#### **8.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

8.1 The proposed scheme would have positive health implications, either through improvements in road safety or through encouraging a healthier mode of transport (walking).

#### **9.0 COMMUNITY SAFETY IMPLICATIONS**

9.1 The provision of a pedestrian refuge will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

#### **10.0 LOCAL AGENDA 21 IMPLICATIONS**

10.1 The provision of a pedestrian refuge will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle - key aims within the Merseyside Local Transport Plan.

## **11.0 PLANNING IMPLICATIONS**

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

## **12.0 ANTI-POVERTY IMPLICATIONS**

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

## **13.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

- 14.1 This report has implications for Members in the Liscard Ward.

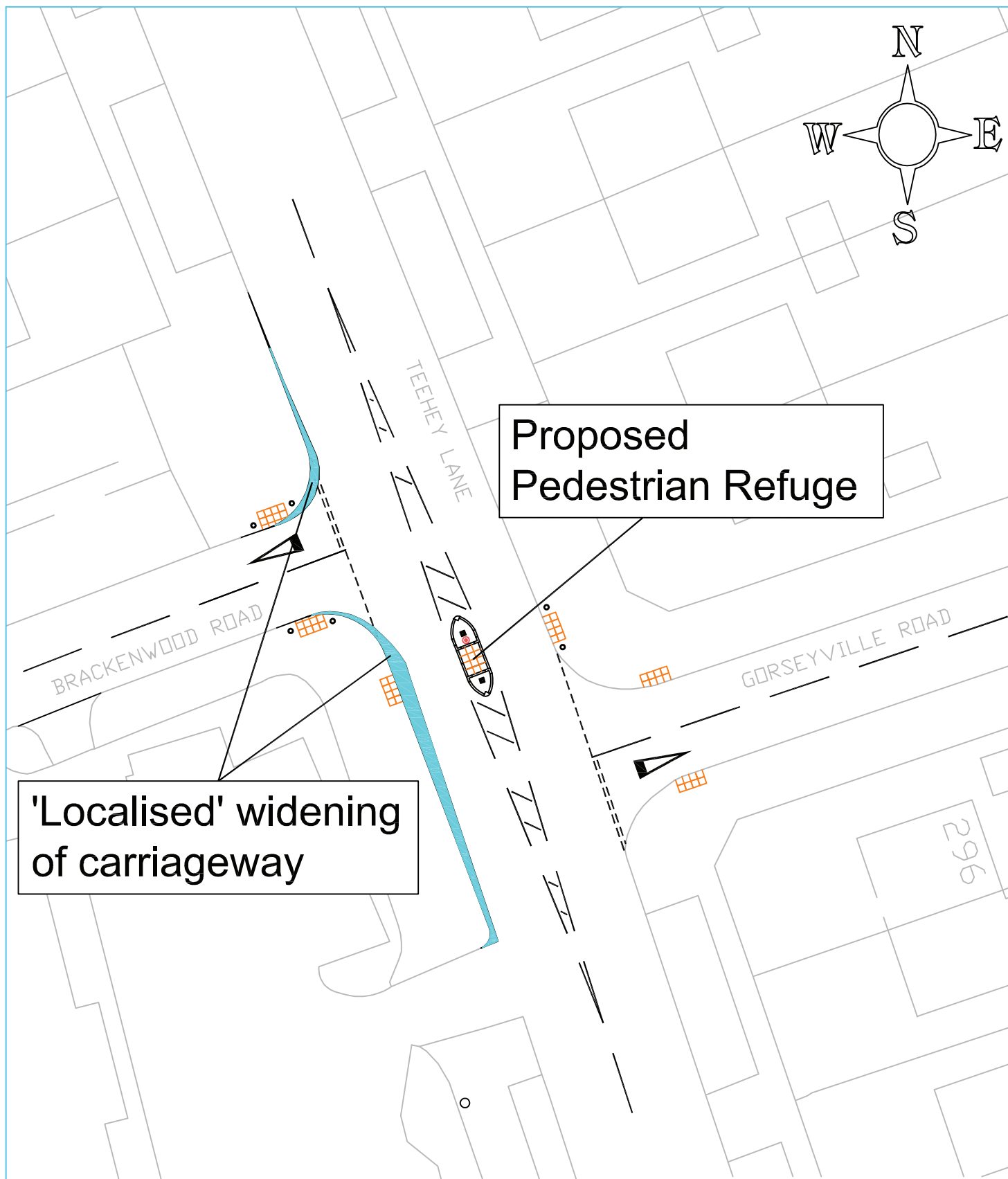
## **15.0 BACKGROUND PAPERS**

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

## **16.0 RECOMMENDATIONS**

- 16.1 The Panel is requested to note the objector's concerns, but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme and 'No Waiting At Any Time' Traffic Regulation Order be implemented as advertised.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES



WIRRAL

Technical Services Department

David Green  
Director

Proposed Pedestrian Refuge – Committee Report  
Teehey Lane  
Bebington  
Proposed Layout

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## WIRRAL COUNCIL

### HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 8<sup>th</sup> NOVEMBER 2010

#### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### OBJECTION TO PEDESTRIAN REFUGE SCHEME - ST PAUL'S ROAD, SEACOMBE (LISCARD WARD)

##### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection received from the resident of 35a St Paul's Road, Seacombe to the introduction of a pedestrian refuge island and associated 'No Waiting at Any Time' - Traffic Regulation Order (TRO) on St Paul's Road adjacent to the Seacombe Children's Centre / Jack & Jill Day Nursery.
- 1.2 The report recommends that the Panel notes the objection and recommends to the Overview & Scrutiny Committee that the pedestrian refuge scheme and TRO be recommended for implementation.

##### 2.0 BACKGROUND

- 2.1 On 24<sup>th</sup> February 2009 a report was submitted to Cabinet detailing a series of block allocations forming part of the 2009/10 Transport Capital Programme - Environment & Air Quality block.
- 2.2 Under the Local Environmental Improvements heading, the allocation of £200,000 was subsequently apportioned equally across the eleven Area Forums to be used for a variety of schemes of a traffic management / road safety nature such as lowered kerb crossings, pedestrian refuge islands, signing and road marking schemes.
- 2.3 At its meeting of 21<sup>st</sup> September 2009, the Liscard & Seacombe Area Forum prioritised the provision of a pedestrian refuge island adjacent to the Seacombe Children's Centre / Jack & Jill Day Nursery as part of its £18,200 allocation.
- 2.4 The proposed location of the pedestrian refuge is designed to assist pedestrians crossing to and from the Seacombe Children's Centre / Jack & Jill Day Nursery, whilst taking into account the position of adjacent private driveways. The extents of the proposed 'No Waiting at Any Time' - Traffic Regulation Order are the minimum required to ensure unencumbered visibility of approaching traffic for pedestrians crossing to and from the refuge island. The proposed scheme would improve road safety, encourage a healthier mode of transport through walking and be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.
- 2.5 Following public consultation, 5 individual objections to the proposals were received in total. Further discussions resulted in the withdrawal of all but 1 objection submitted by the resident of 35a St Paul's Road.
- 2.6 The resident of 35a St Paul's Road is primarily concerned that both the proposed 'No Waiting At Any Time' - Traffic Regulation Order and position of the pedestrian refuge island would remove the convenience of being able to park directly outside their property and increase the difficulties they already experience in finding a parking place elsewhere on St Paul's Road due to the high demand for on-street parking spaces during the day.
- 2.7 Mindful of the concerns raised by the objector, I have carefully considered if an alternative position for the proposed pedestrian refuge island could be achieved that still provided a safe facility to assist pedestrians wishing to cross to and from

the Seacombe Children's Centre / Jack & Jill Day Nursery. I have however been unable to establish a suitable alternative location that does not impinge upon access to adjacent private driveways and the existing access to an area of land adjacent to no.35 St Paul's Rd similarly reached via a vehicular dropped crossing.

- 2.8 The area of land adjacent to no.35 St Paul's Road referred to above currently appears to be within the ownership of Wirral Partnership homes. Site observations confirm that its usage by both residents and visitors to the Seacombe Children's Centre / Jack & Jill Day Nursery, is frequent and informal. The objector informs me that they have previously made casual enquiries with a view to establishing more formal or exclusive 'rights' of parking on this piece of land or possibly acquiring ownership.
- 2.9 Following further discussions, on behalf of the objector I am currently pursuing the possibility of the objector utilising this area on a more formal basis and seeking legal advice in this respect. Notwithstanding the outcome however, the objector would still consider this option less than desirable, being 'out of direct line of sight' from their property and as they have suffered damage to their vehicle whilst parked on this piece of land previously.
- 2.11 The option of assisting the objector with the provision of accommodation works in the form of a vehicular dropped crossing to provide off street parking to their property has also been considered. To achieve such however, the pedestrian refuge island would still need to be repositioned but in so doing it would not be possible to achieve without impingement of access to other adjacent driveways as described above.
- 2.12 Drawing number BENG/48/10 indicates the proposed layout of the pedestrian refuge island and extents of the 'No Waiting At Any Time' - Traffic Regulation Order.

### **3.0 SUMMARY**

- 3.1 The proposed location of the pedestrian refuge island as indicated in drawing no. BENG/48/10 is considered to be the most suitable to assist pedestrian movements across St Paul's Road and in particular those wishing to cross to and from the Seacombe Children's Centre / Jack & Jill Day Nursery.
- 3.2 In the absence of a safe and suitable alternative location for the pedestrian refuge island being available and notwithstanding the outcome of the issues in respect of the usage of the piece of land adjacent to no.35 St Paul's Road, this report recommends that the provision of a pedestrian refuge island and TRO, as indicated in drawing no. BENG/48/10, be implemented.

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 The provision of a pedestrian refuge island and the proposed 'No Waiting At Any Time' traffic regulation order, estimated to cost approximately £8,000 will be financed from the Liscard & Seacombe Area Forum funding allocation carried forward from the 2009/10 Integrated Transport Block.

### **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 the Highway Maintenance Revenue Budget.



## **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 6.1 The provision of a pedestrian refuge in St Paul's Road will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

## **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 7.1 The proposed scheme would have positive health implications, either through improvements in road safety or through encouraging a healthier mode of transport (walking).

## **8.0 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 The provision of a pedestrian refuge will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

- 9.1 The provision of a pedestrian refuge will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle - key aims within the Merseyside Local Transport Plan.

## **10.0 PLANNING IMPLICATIONS**

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

## **11.0 ANTI-POVERTY IMPLICATIONS**

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

## **12.0 HUMAN RIGHTS IMPLICATIONS**

- 12.1 There are no implications under this heading.

## **13.0 SOCIAL INCLUSION IMPLICATIONS**

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

## **14.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

- 14.1 This report has implications for Members in the Liscard Ward.

## **15.0 BACKGROUND PAPERS**

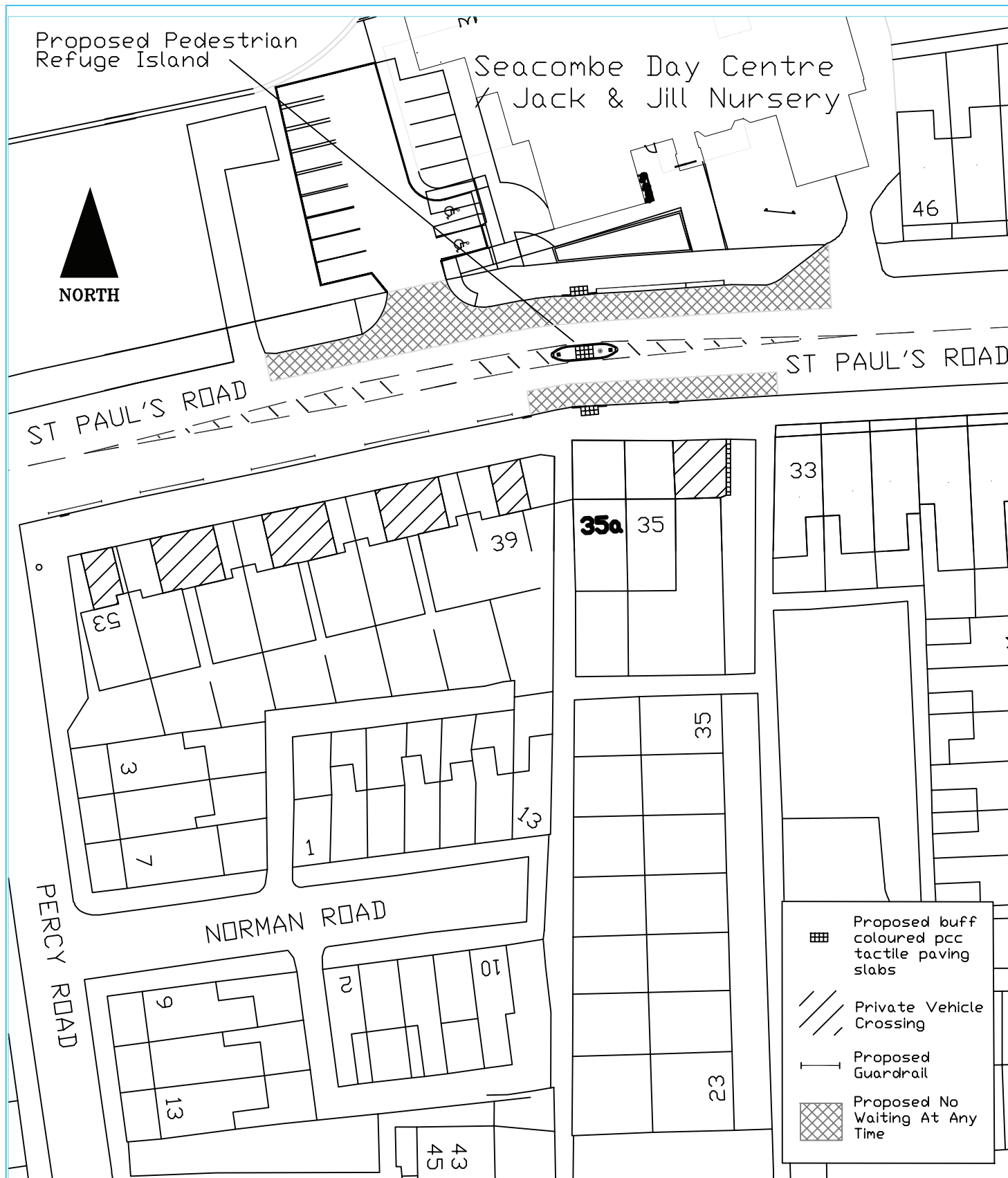
- 15.1 Letters and emails received from residents objecting to the scheme have been used in the preparation of this report.

## **16.0 RECOMMENDATIONS**

- 16.1 The Panel is requested to note the objection but recommend to the Overview & Scrutiny Committee that the pedestrian refuge scheme and Traffic Regulation Order be recommended for implementation.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

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**WIRRAL**

**Technical Services Department**

David Green  
Director

OBJECTION TO PEDESTRIAN REFUGE SCHEME  
ST PAULS ROAD, SEACOMBE

(LISCARD WARD)

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL – 8 JULY 2010

#### REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

#### PETITION – REQUEST TO BAN ARTICULATED VEHICLES FROM USING BERWYN DRIVE AND HILLFIELD DRIVE, HESWALL

##### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 65 signature petition requesting the introduction of an articulated vehicle restriction to prevent such vehicles utilising Berwyn Drive and Hillfield Drive, Heswall when gaining access to and egress from Huws Gray Builders Merchants located in Berwyn Drive.
- 1.2 The report concludes that an articulated vehicle restriction would not normally be introduced without the inclusion of an exemption for deliveries within the road. An exemption would fail to resolve residents' concerns.
- 1.3 The report further concludes that it is not considered that the Council has a strong enough case to take the matter to a Public Inquiry. This would almost certainly result from the advertisement of any intent to remove an exemption for deliveries to businesses within Berwyn Drive, as the Council would probably be in receipt of unresolvable objections. The report recommends no further action be taken in respect of the petition.

##### 2.0 BACKGROUND

- 2.1 A 65 signature petition from 48 separate addresses within Berwyn Drive and Hillfield Drive, Heswall was submitted in September 2008.
- 2.2 The petition calls for traffic regulation and appropriate signing to specifically ban the articulated vehicles that service the operation of Huws Gray Builders Merchants in Berwyn Drive. Plan number B.Eng/23/10 refers.
- 2.3 Berwyn Drive and Hillfield Drive are mainly residential roads of some 5m and 5.5m in width respectively. Berwyn Drive has a junction with Pensby Road to the east and Hillfield Drive to the west. Kylemore Drive links Hillfield Drive back to Pensby Road to form a Crescent.
- 2.4 Huws Gray Builders Merchants are situated on the north side of Berwyn Drive accessed between the residential properties of No. 6 and No. 10 Berwyn Drive.
- 2.5 Deliveries by articulated vehicles access the site from Pensby Road and, following unloading, reverse out onto Berwyn Drive toward Pensby Road using a banksman. The vehicles then proceed along Berwyn Drive, Hillfield Drive, Kylemore Drive and back onto Pensby Road. The nature of the site does not make it possible for articulated vehicles to turn within the site or to reverse out in the opposite direction and access Pensby Road directly from Berwyn Drive.
- 2.6 The Builders Merchants has operated for many years in this location and is well utilised within the local area.
- 2.7 The business under its previous owners 'Fabricums' has generated complaints from nearby residents associated with alleged dangerous manoeuvres by large vehicles, damage to property and parked vehicles. The Council erected a series of bollards on the footway opposite the entrance to the business, which have required replacing on a number of occasions.

- 2.8 The Council has corresponded with the businesses on many occasions going back some 20 years with a certain level of co-operation being achieved. The businesses have by and large attempted to keep the manoeuvring of large vehicles within the boundary of the business premises.
- 2.9 There is no course of action available under existing planning legislation that would allow the Council's Development Control/Enforcement Section to act to resolve the amenity issues created by the servicing of the business.
- 2.10 The current method of servicing the site is using larger articulated vehicles. This has resulted in further allegations of damage to property, parked cars and concerns of highway safety issues resulting from vehicles overrunning the footway as outlined in the residents' petition.
- 2.11 Officers have observed articulated vehicles using Hillfield Drive and there have not been any undue problems.

### **3.0 REPORT**

- 3.1 Any restrictive traffic order will generally have a scheduled exemption in it by model order "Except for Access". This means access to any premises served by the road. In this particular case it would include access to Huws Gray.
- 3.2 However, should there be overwhelming evidence that the current situation could not be tolerated because of existing personal injury accidents, major congestion and a complete undermining of any decent standard of expected enjoyment of the local environs by the residents then a pathway to action could be via advertisement of a traffic regulation order to physically stop all articulated HGV's entering the road including servicing vehicles. This procedure does invite objections to the intent to regulate this class of vehicle and if such objections cannot be resolved then the arbitration on this would be via a full Public Inquiry.
- 3.3 Huws Gray would almost certainly oppose any move to ban articulated vehicles servicing their business and would also engage support from Freight Transport Groups.
- 3.4 From the authority's past experience in the situation I could not recommend to the Council that it had a strong enough case to go down this path. I do not think that a case for a ban on the relatively low numbers (a maximum of ten) articulated vehicles per day could be made.
- 3.5 The use of larger vehicles and part load drop offs is encouraged by the Department for Transport as a more economic and efficient system of distributing goods. European rules allow HGV's up to 44 tonnes to use the public highway.

### **4.0 FINANCIAL IMPLICATIONS**

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

### **5.0 STAFFING IMPLICATIONS**

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

### **6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT**

- 6.1 There are no implications under this heading.

## **7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT**

- 7.1 There are no implications identified under this heading for this report and its recommendation.

## **8.0 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 The officers believe that there are no implications under this heading arising from the recommendation of this report, although the residents do express community safety concerns.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

## **10.0 PLANNING IMPLICATIONS**

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

## **11.0 ANTI-POVERTY IMPLICATIONS**

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

## **12.0 SOCIAL INCLUSION IMPLICATIONS**

- 12.1 There are no implications under this heading.

## **13.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

- 13.1 This report has implications for Members in the Pensby and Thingwall Ward.

## **14.0 BACKGROUND PAPERS**

- 14.1 A petition and email correspondence with the lead petitioner have been used in preparation of this report.

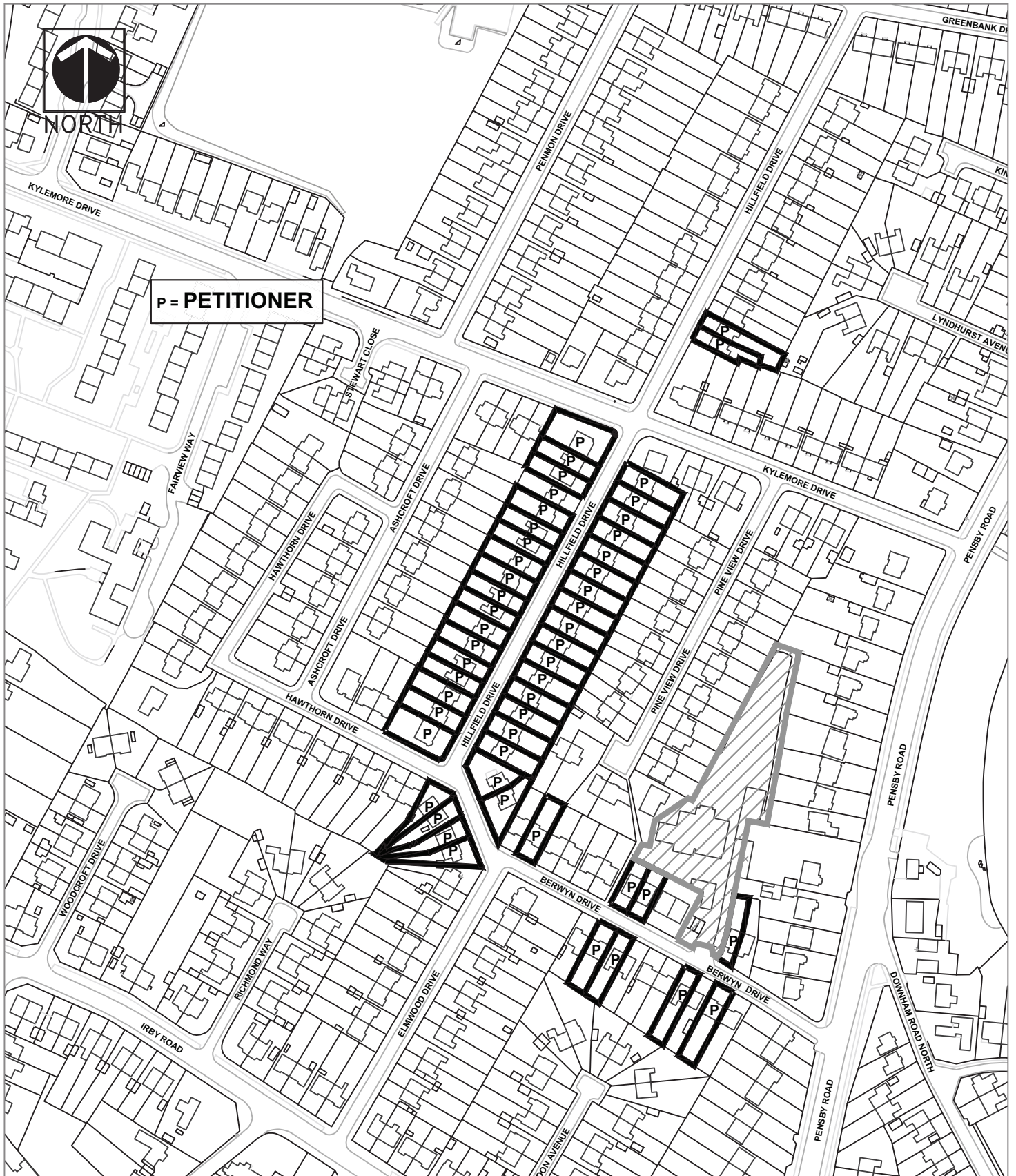
## **15.0 RECOMMENDATIONS**

- 15.1 The Highways and Traffic Representations Panel is requested to recommend to the Sustainable Communities Overview and Scrutiny Committee that the petition be noted and no further action is taken in respect of the request to introduce an articulated vehicle restriction in Berwyn Drive and Hillfield Drive, Heswall.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES

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**WIRRAL**

Technical Services Department

David Green  
Director

PETITION ARTICULATED VEHICLE RESTRICTION  
HIGHWAYS AND TRAFFIC REPRESENTATION PANEL  
HILLFIELD DRIVE / BERWYN DRIVE HESWALL  
PENSBY & THINGWALL WARD

Scale

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Date

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Plan Ref No.

BENG/3403

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**14 PETITION - REQUEST TO BAN ARTICULATED VEHICLES FROM USING BERWYN DRIVE AND HILLFIELD DRIVE, HESWALL**

The Director of Technical Services reported concerning the receipt of a 65 signature petitions requesting the introduction of an articulated vehicle restriction to prevent such vehicles utilising Berwyn Drive and Hillfield Drive, Heswall when gaining access and egress from a local builders merchants situated in Berwyn Drive.

The report outlined the situation regarding deliveries by articulated vehicles to this site, complaints received from nearby residents associated with dangerous vehicular manoeuvres, and damage to property and parked vehicles. It concluded that an articulated vehicle restriction would not normally be introduced without the inclusion of an exemption for deliveries within the road and it would therefore fail to resolve residents' concerns.

The report further concluded that, in anticipation of unresolved objections following advertisement of such an order, there was not a strong enough case to take the matter to a Public Inquiry. It was therefore recommended that no further action be taken in respect of the petition.

Councillor Bob Wilkins, Ward Councillor, addressed the meeting. He referred to the ongoing costs to the council associated with the problems identified in the report and emphasised the need for measures to control heavy goods vehicles on these residential roads.

Councillor Don McCubbin, Ward Councillor, presented a further 93 signature and individual letters in support of action to address these problems. He submitted photographs taken by residents to illustrate their concerns and also referred to his own observations of the dangerous manoeuvres by heavy goods vehicles which had disrupted the flow of traffic in Pensby Road.

He suggested that the company could assist the situation through the use of smaller vehicles to make deliveries from one of their larger Wirral depots, and cease using heavy goods vehicles at this particular location.

Resolved – That this matter be deferred for further negotiations with the company and yard owners regarding the points raised by members and the residents.

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**Project:** Berwyn Drive, Heswall – Huws Gray Building Materials Centre  
Meeting 5<sup>th</sup> October 2010, 9.30am

**Present:** Mark Smith – WBC, Deputy Director, Head of Service Streetscene and Waste  
Mike Peet \_ WBC, Assistant Director – Traffic Management Division  
Paul Barton – WBC, Traffic Management Division  
John Llewelyn Jones – Company Chairman, Huws Gray  
Terry Owen – Managing Director – Huws Gray

ITEM		ACTION
1.	MS introduced the Council officers and explained the political situation and the process of how the residents' petition has been considered and also thanked the Huws Gray Directors for agreeing to meet us.	
2.	PB asked if the possibility of relocation had been fully explored following contact with Wirral Invest.	
3.	Firstly TO explained that since Huws Gray purchased the lease for Heswall DIY and Fabricums in 2005, they are extremely pleased with the growth of their business but pointed out that in real terms whilst they had increased average customer spend at this site, turnover had actually reduced and explained that consequently there must be a reduction in footfall and vehicle movements to the site.	
4.	JLJ also explained that as part of the deal they inherited two sub- leases with Heswall Glass and Wirral Tools who were already trading on the site and their continued trading undoubtedly adds to the sites traffic volume, including articulated lorry deliveries twice a week to Heswall Glass.	
5.	PB indicated that he felt the residents were more concerned with the size and frequency of the delivery vehicles servicing the site rather than the numbers of customer's vehicles visiting the site.	
6.	JLJ also confirmed that under previous ownership the Berwyn Drive site was open for business 7 days a week. Huws Gray only operate for 5 ½ days per week and are closed from Saturday lunchtime until Monday morning and deliveries are confined to working hours from Monday to Friday	
7.	TO explained that the business would require a site of at least 1.5 acres within the Heswall or Pensby area to make any relocation commercially viable. He confirmed that Invest Wirral had not yet identified any suitable sites.	
8.	JLJ confirmed that the vacant car dealership site on Pensby Road had been considered but there is insufficient	

	yard space within the site to make it viable.	
9.	MS requested PB investigate further with Invest Wirral.	PB
10.	PB asked what the likely hood of Huws Gray being released from the remainder of their lease agreement if a suitable alternative site was available.	
11.	JLJ considered that this might depend on the Wirral's development moratorium being lifted for the site, and explained that the landowner had indicated at the time of purchasing the lease that if the site could be developed then they would not be selling the lease.	
12.	PB explained that members of the Highways and Transportation Panel had particularly asked that we investigate any possible improvement to the entrance to the site that would allow delivery vehicles to enter and leave the site in the same direction to reduce the requirement for vehicles to use Hillfield Drive.	
13.	JLJ indicated that they had investigated the possibility of removing the sheds to the right hand side of the site entrance. However the landowner had proved hard to contact to discuss the issue. JLJ and TO confirmed that if the owners did not have a problem with the shed being removed, that they would be happy to consider undertaking the work although there may be implications to the boundary wall with No 6 Berwyn Drive and requested that the Council investigate the need for a structural survey to ensure any work would not compromise the boundary wall.	PB to discuss with Simon Fox
14.	MS requested that PB arrange an 'Autotrak' HGV swept path run to ensure any possible improvements would improve manoeuvring for articulated vehicles.	PB
15.	The detached block of 3 garages to the left of the site entrance was also discussed. It is not known who owns these garages but it was agreed that the removal of this building would allow a substantial improvement to the access.	
16.	JLJ confirmed that if the owners could be traced and a figure for purchase was put on the building, then the company would consider its purchase to allow further improvement to the site entrance.	
17.	PB to investigate who owns the garages.	
18.	MS explained that it is the size of the vehicles that is the particular problem and can logistics be optimised using smaller vehicles.	
19.	JLJ and TO explained that Huws Gray already use their Ellesmere Port branch for certain stock transfer deliveries to Heswall and their other branches on Wirral using	PB

#### Technical Services Department

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PB60FJ

	smaller lorries within their fleet and have also requested that their suppliers endeavour, where possible, to use smaller lorries for Heswall deliveries. Some have been able to heed our request, but others are unable for logistical and commercial reasons.	
20.	TO also explained that the company have opened brick distribution centres in Warrington and Queensferry which allows manufacturers to deliver to these centres and be distributed to the Huws Gray branches using there own smaller vehicles rather than being delivered direct to the branches by the manufacturer using large vehicles.	
21.	JLJ indicated that the company are looking for a single site for their two existing branches in east Wirral.	
22.	MS requested that a more accurate figure on how many articulated vehicles visit the site each week. TO explained that is difficult to quantify.	
23.	JLJ informed meeting that the company had investigated taking over the sub leases on the site whose deliveries also create problems for the company, however the leases have some years remaining.	
24.	MP raised the possibility of gaining access directly from Pensby Road through the large garden of No 201 Pensby Road. Before this could be pursued, the potential highway and planning implications would need to be assessed. This option would also very much depend on the occupants being prepared to sell the land required.	PB to discuss with Planning Development Control
25.	The meeting agreed that there are a number of issues to pursue and MS thanked JLJ and TO for taking the time to meet. MS agreed to share the minutes of the meeting with Huws Gray.	

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