

**WIRRAL COUNCIL
STREETSCENE AND TRANSPORT SERVICES OVERVIEW AND SCRUTINY
COMMITTEE – 7 NOVEMBER 2007**

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

**OUTSTANDING OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS –
(BROMBOROUGH / EASTHAM / LISCARD / WALLASEY / SEACOMBE WARDS,
OXTON AND CLAUGHTON WARDS)**

1.0 EXECUTIVE SUMMARY

1.1 To advise Committee of a number of objections which have been submitted to my Department and to recommend courses of action to the Cabinet Member pertinent to the locations identified in the reports.

2.0 REPORT

2.1 Attached, as an Appendix to this report, are summary sheets detailing pertinent issues in respect of the following objections:-

- i) Bath Street, Port Sunlight (Plan A) – Bromborough Ward
- ii) Adaston Avenue, Eastham (Plan B) – Eastham Ward
- iii) Wright Street, Egremont (Plan C) – Liscard Ward
- iv) Lycett Road, Wallasey Village (Plan D) – Wallasey Ward
- v) Mill Lane, Wallasey (Plan E), (Plan F) – Liscard Ward
- vi) Seacombe Promenade, Seacombe (Plan G) – Seacombe Ward
- vii) Townfield Lane, Noctorum (Plan H) – Oxtton and Claughton Wards

3.0 FINANCIAL IMPLICATIONS

3.1 The financial implications will depend upon the decision taken by Members in respect of the contents of the objections.

3.2 The cost of introduction on site would be met from existing Departmental Revenue Budgets, except for Seacombe Promenade, which was prioritised for investment through Mersey Waterfront's Pride in Our Promenades scheme. There will also be an ongoing maintenance implication for new signing and lining associated with new traffic orders which would be contained within the highway maintenance budget. This would have to be met from the highway maintenance revenue budget, with its various competing demands.

4.0 STAFFING IMPLICATIONS

4.1 The staffing implications will depend upon the decision taken by Members in respect of the contents of the objection. The investigation of objections is undertaken by existing staff and depending on the issues raised can be a relatively time consuming task.

5.0 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 These will be specific to each individual objection and are covered in the appendix.

6.0 COMMUNITY SAFETY IMPLICATIONS

6.1 These will be specific to each individual objection and are covered in the appendix.

7.0 LOCAL AGENDA 21 IMPLICATIONS

7.1 These will be specific to each individual objection and are covered in the appendix.

8.0 PLANNING IMPLICATIONS

8.1 These will be specific to each individual objection and are covered in the appendix.

9.0 ANTI-POVERTY IMPLICATIONS

9.1 These will be specific to each individual objection and are covered in the appendix.

10.0 SOCIAL INCLUSION IMPLICATIONS

10.1 These will be specific to each individual objection and are covered in the appendix.

11.0 LOCAL MEMBER SUPPORT IMPLICATIONS

11.1 Bromborough / Eastham / Liscard / Wallasey / Seacombe Wards.

12.0 BACKGROUND PAPERS

12.1 Letters from Ward Councillors and residents identified in the appendix have been used in the preparation of this report.

RECOMMENDATIONS

That

- (1) Members endorse the recommendations in the report in respect of each of the sites and refer to the Cabinet Member for approval.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

OBJECTION TO PROPOSED REMOVAL OF WAITING RESTRICTIONS BATH STREET, PORT SUNLIGHT (BROMBOROUGH WARD)

- This report considers an objection received to a proposal to amend the traffic regulation order at Bath Street, Port Sunlight.
- The proposal to amend waiting restrictions is shown on the attached Plan Ref 67/07/A. The proposal has been identified to remove limited waiting parking of 2 hours 8am – 6pm (no return 1 hour) and to help increase the available parking for residents at this location.
- Residents and the Port Sunlight Village Trust have made a number of requests to remove this limited waiting restriction and allow unrestricted parking. The reason the residents have stated for this request is that there is insufficient on-street parking space near to their properties. Residents further state that people outside the village area were parking in the road to either go to work at Unilever or catch the train to Liverpool or Chester and that this restriction is no longer required given the reduction in people working at Unilever and the better parking facilities at local train stations.
- Following formal notification of the proposal, one objection has been received from a resident of Bath Street. The objectors main concern is that cars parked on the highway would detract from the view from their property. The objector also believes that this proposal has been identified only as a consequence of new building development in the area with insufficient parking facilities. The objector feels that this proposal would increase vehicle traffic in Bath Street.
- I consider that the removal of this waiting restriction here would increase the available on-street parking space for residents and others and should not lead to additional traffic management implications at this location.
- There are no specific equal opportunities implications arising from this report.
- There are no specific community safety implications arising from this report.
- Within Local Agenda 21 implications, the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- There are no social inclusion implications arising from this report.
- This report has implications for the Bromborough Ward.
- Letters from residents and the Port Sunlight Village Trust have been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the proposal be introduced as advertised.

OBJECTION TO PROPOSED WAITING RESTRICTIONS ADASTON AVENUE, EASTHAM (EASTHAM WARD)

- This report considers an objection received to a proposal for an extension of the existing waiting restrictions in Adaston Avenue, Eastham.
- The proposal to extend waiting restrictions is shown on the attached Plan Ref 67/07/B. The proposal has been identified in order to prohibit parking opposite the service road and improve access for both residents and businesses.
- Following formal notification of the proposal, one objection was received. The objector considered that an extension of the existing waiting restrictions would not be of benefit, as the existing restrictions were not enforced.
- The introduction of this proposal to extended waiting restriction at this location would prohibit obstructive parking and improve access for both residents and businesses. During the last twelve months there have been 234 visits for which 26 Penalty Charge Notices were issued. I would consider this to be an appropriate level of enforcement for a location such as this.
- There are no specific equal opportunities implications arising from this report.
- There are no specific community safety implications arising from this report.
- Within Local Agenda 21 implications the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- There are no social inclusion implications arising from this report.
- This report has implications for the Eastham Ward.
- Letters from a resident have been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the proposal be introduced as advertised.

OBJECTION TO PROPOSED AMENDMENT TO WAITING RESTRICTIONS WRIGHT STREET, WALLASEY (LISCARD WARD)

- This report considers an objection received to a proposal to reduce the extent of the existing waiting restrictions in Wright Street, Wallasey.
- The proposal to reduce the waiting restrictions is shown on the attached Plan Ref 67/07/C. The proposal has been identified due to the fact that Wright Street is a one-way street and has been made to help increase the available parking space for residents at this location. A Ward Councillor and residents have made a number of requests to remove waiting restrictions.
- Following formal notification of the proposal, one objection has been received from a resident of Tobin Street. The objectors main concern is that the restrictions should cover the access to the rear of properties behind Wright Street and Tobin Street. The objector also raised concern that vehicles often parked on the existing restrictions opposite the access and that the removal of waiting restrictions here would make manoeuvres difficult at this location.
- The removal of a section of waiting restriction here would increase the available parking space for residents and should not lead to any additional traffic management implications for vehicle movements at this location and it would be possible to introduce an Access Protection Marking (APM) to cover the access to the entry.
- There are no specific equal opportunities implications arising from this report.
- There are no specific community safety implications arising from this report.
- Within Local Agenda 21 implications, the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- There are no social inclusion implications arising from this report.
- This report has implications for the Liscard Ward.
- A letter from a resident has been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the proposal be introduced as advertised.

OBJECTION TO PROPOSED AMENDMENT TO WAITING RESTRICTIONS LYCETT ROAD, WALLASEY (WALLASEY WARD)

- This report considers objections received to reduce the extent of the existing waiting restrictions in Lycett Road, Wallasey.
- The proposal to reduce the waiting restrictions is shown on the attached Plan Ref 67/07/D. The proposal has been identified to help increase the available parking for residents at this location.
- Following formal notification of the proposal, three objections to this proposal were received. One from a local Ward Councillor, the other from residents of Lycett Road. The Ward Councillor is objecting on behalf of her constituents. The objectors are concerned that vehicles often parked on the existing waiting restrictions and the removal of a section of waiting restriction would make manoeuvres difficult at this location. The removal of waiting restrictions would not have any perceived benefit for the residents. An objector also raised concern as to the extent that was to be removed and that this would allow non-residents to park at this location.
- The removal of a section of waiting restriction here would increase the available parking, both for residents and non-residents and should not lead to any additional traffic management implications for vehicle movements at this location.
- There are no specific equal opportunities implications arising from this report.
- There are no specific community safety implications arising from this report.
- Within Local Agenda 21 implications the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- There are no social inclusion implications arising from this report.
- This report has implications for the Wallasey Ward.
- Letters from residents and a Ward Councillor have been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the proposal be introduced as advertised.

OBJECTION TO INTRODUCE WAITING RESTRICTIONS MILL LANE, WALLASEY (LISCARD WARD)

- This report considers the objections received to the proposal to introduce a traffic regulation order prohibiting waiting at any time at Mill Lane / Station Road / Rostherne Avenue, Wallasey.
- The proposal to introduce waiting restrictions is shown on the attached Plan Ref 67/07/E. The proposal has been identified to alleviate problems of congestion on a major road within the Wirral Highway Network.
- Following formal notification of the proposal nine objections and a petition were received. To address the issues raised an amended proposal was sent to the objectors proposing restrictions to a much lesser extent than previously advertised. The revised proposal is shown on the attached Plan Ref 67/07/F. The revised proposal identified an element of enhanced road safety, particularly if motorists are exiting Station Road and Rostherne Avenue.
- Following the amendment, there are two outstanding objections. The main concerns of both objectors' are that these restrictions would have a detrimental effect on their businesses. The objector's believed that the restrictions would affect passing trade, and may lead to a closure of the businesses. One objector is concerned that the closure of a shop would have an impact on the local community as they played an important role for people who prefer to shop locally as a form of daily contact. An objector also raised concern that as a small business they are struggling to compete with the superstores, all within a short distance. One of the objectors also expressed concern that this would affect delivery as bulk items on pallets from heavy goods vehicles parked where the restrictions are proposed.
- There is no necessity to advertise the revised proposal as it is of lesser magnitude than the original scheme.
- There has been one recorded injury accident at this location.
- Within equal opportunities implications there is a potential positive impact to visually and mobility impaired persons to be able to cross the road.
- Within community safety implications there is a potential for reducing accidents at this location.
- Within Local Agenda 21 implications the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- Within social inclusion implications the objector has stated that the closure of a shop would have a potential impact on the community infrastructure that strengthens social networks.
- This report has implications for the Liscard Ward.
- Letters from residents and a petition has been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the revised proposal be introduced.

OBJECTION TO PROPOSED PROHIBITION OF DRIVING ORDER, SEACOMBE PROMENADE (SEACOMBE WARD)

- This report considers an objection received to a proposal to prohibit driving on Seacombe Promenade, Seacombe.
- Driving is currently prohibited on Seacombe Promenade from a point just north of the Kingsway Tunnel Ventilating Station. The proposal to prohibit driving is shown on the attached Plan Ref 67/07/G. It is considered that the first 200-metre section of promenade from Seacombe Ferry Terminal to the Ventilating Station is a key gateway to the Wirral waterfront for day visitors arriving from Liverpool on the ferry, or arriving by car or bus to visit Spaceport or the aquarium.
- At present, this first section of promenade is uninviting and unwelcoming to visitors who do not know the area. This is not helped by the scale and nature of the ventilation station and also the existing street furniture and surfacing, which are in a poor state of repair. The existing car parking along the roadway adds to the unattractive setting, cluttering the view and impeding visual connections to the promenade further north.
- The present arrangement of the roadway with parking and pavement limits access, creating a 'non-friendly' environment for pedestrians and cyclists. The narrow width of pavement (2.5 metre wide) compared to the roadway (6.0 metre wide) is also considered off-putting for those who do not know that the promenade broadens out to form a pleasant pedestrian and cycle route further north (14.0 metre wide).
- As a result of these factors, this area was prioritised for investment through Mersey Waterfront's Pride in Our Promenades scheme. The design proposes the creation of a single, at-grade and high quality, natural stone surface to form a welcoming, safe and accessible gateway to the Seacombe to New Brighton promenade. As well as high quality surfacing, the design also includes new tree planting, street furniture and signage/interpretive features.
- For the success of this scheme it is imperative that the existing vehicle access to this area is restricted, so that an attractive, pedestrian and cycle-friendly environment can be established. As part of the design process, a People's Panel consultation event was organised in July 2006 to put forward the general design principles of the scheme for this part of the promenade and to gauge public opinion. The panel was made up of a representative number of local citizens, including representatives of local community groups, neighbouring residents, as well as those living further a field. On the particular issue of access at this location, all but one member of panel were in favour.
- As a result, restricted access is proposed along a defined, but at-grade carriageway from Victoria Place to the Kingsway Tunnel ventilating station. Access to the Seacombe Ferry Pub car park would be maintained, beyond this emergency and maintenance vehicles would be allowed only. This restriction would prevent all parking by the public along this section.
- It is the intention that the new scheme will establish a welcoming and legible environment, creating an excellent first impression of the Wirral for visitors. It is hoped that this will encourage exploration further along the promenade, providing a safe and pleasant access route to other destinations, as opposed to visitors choosing to remain solely at the Ferry Terminal facility.
- Following formal notification of the proposal, one objection to this proposal was received. The objector who visits this location wished to object on the grounds that there were few places where it was possible to park on the Mersey Waterfront and uses this location on a regular basis to photograph shipping movements. The objector considered the loss of parking at this location would be missed when the weather is less than favourable. The objector stated that he considered that other nearby Mersey Ferry /

Spaceport facilities can be quite busy and do not allow one to remain in one's vehicle to watch the passing shipping / river scene.

- The stretch of promenade between Seacombe and New Brighton on the whole is an excellent resource for both residents and visitors, offering a safe and car-free environment for cyclists and pedestrians. The promenade is already very popular with residents and there is great potential for the promenade to support greater visitor numbers, making a positive contribution to future health and well-being.
- There will be no restriction on the use of the promenade for photography, only a restriction on vehicular access. This is in line with the restrictions in place along the remainder of the promenade between Seacombe and New Brighton, and for the sound reasons outlined above.
- Furthermore, there are at least three alternative locations along the Promenade where photographers can view passing shipping from their cars, at the rear of Spaceport, at Egremont Ferry and at New Brighton. There is also substantial parking provision allowing easy access to the prom, including car parks at Vale Park and the front of Spaceport.
- Within equal opportunities implications the proposals have been designed in consultation with the Council's Access Officer, to ensure that the improvements are as accessible as possible to everyone.
 - In consultation with Wirral Waterfront, who are driving this scheme, we have considered the potential impact of the loss of parking and the incorporation of some "Blue Badge" spaces within the proposed order, but on balance decided that this would compromise the main purpose of the scheme.
 - In coming to this decision, we were mindful of the alternate parking provision for disabled car users in the near vicinity of the section affected by the proposed order, in particular at Egremont Ferry and at the rear of Spaceport, where there is direct access to the promenade. In addition there are dedicated spaces at the front of Spaceport.
- There are no specific community safety implications arising from this report.
- Within Local Agenda 21 implications the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.
- There are no direct planning implications arising from this report.
- There are no anti-poverty implications arising from this report.
- There are no social inclusion implications arising from this report.
- This report has implications for the Seacombe Ward.
- A letter from a non-Wirral resident has been used in the preparation of this report.

Recommendation

It is recommended that the objectors concerns be noted but that the proposal be introduced as advertised.

OBJECTIONS: TRAFFIC REGULATION ORDER (NO WAITING AT ANY TIME) TOWNFIELD LANE, NOCTORUM (OXTON AND CLAUGHTON WARDS)

- This report considers an objection received to the proposed introduction of a Traffic Regulation Order (No Waiting At Any Time) along a section of Townfield Lane/ Noctorum Way, Noctorum.
- On 7th June 2007, your committee considered a report on this year's Transport Capital Programme – Road Safety.
- Your Committee endorsed the proposals to provide a puffin crossing on the bend outside Townfield Primary School (which has since been implemented). A traffic regulation order, in the form of double yellow lines to prevent parking within the vicinity, was also endorsed within the Road Safety (Safer Routes to School) Sub-block, and referred to Cabinet for approval and the programme was approved at the meeting of Cabinet on the 20th June 2007.
- Following detailed design, on 25th July 2007, letters were delivered to those properties adjacent to the proposed restrictions. In addition notices were also erected on site advertising the intent to introduce a traffic regulation order under the powers of the Road Traffic Regulation Act 1984.
- During the advertisement period an individual letter of objection from a resident of Hargrave Close was received to the proposal. The property from which the objection was received faces out on to Townfield Lane.
- An officer from my Traffic Management Division has spoken with the objector and discussed their concerns which are summarised as follows:
 - The proposal would encourage parking at the entrance and in Hargrave Avenue / Hargrave Close which is already a major problem for residents.
 - The proposed medical centre will add congestion and less parking will create more irresponsible parking in and around Hargrave Close.
 - The area already situated on a dangerous bend contains a number of amenities all with limited parking. The added congestion of further waiting restrictions would make further problems for residents.
 - Waiting restrictions in this section of Townfield Lane will limit parking for residents and visitors to Hargrave Close which already has a large number of parked cars.
- In response the proposed restrictions will be in the vicinity of Townfield Primary School. Townfield Primary School has produced a School Travel Plan in which it aims to reduce congestion, increase safety in the vicinity of the school and encourage pupils and parents to consider healthier alternatives to car travel.
- The proposed medical centre will be dealt with as a planning issue, but plans indicate that the parking facilities are within standards for the size of the centre.
- There is a car park nearby in Townfield Close which serves the local area. It is expected that any displaced parking would use this car park as it is situated near to all amenities and Townfield Primary School.
- Residents of Hargrave Close have their own off street parking facilities.
- This scheme, which is estimated to cost in the region of £2,000, will be financed from the 2007/08 Transport Capital Programme, Road Safety Sub-block, Safer Routes to School.

- There are no additional financial implications arising directly from this report. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.
- Existing staff resources have been used for the design and will be used for the supervision of the works.
- There are no equal opportunities implications.
- The provision of waiting restrictions will be of particular benefit to children, the elderly and pedestrians, as it will improve visibility at this location and the proposed scheme is designed to complement the Council's corporate objectives of "Making Wirral Safer" and "Improving Transport".
- The scheme will assist pedestrian movements and thereby support a reduction on the reliance upon the private motor vehicle, which is an aim of national and local policies including Government White Paper on Integrated Transport and is also identified within the Local Transport Plan.
- There are no planning implications.
- There are no anti-poverty implications.
- There are no social inclusion implications.
- This report has implications for the Oxton and Claughton Wards.
- One letter of objection has been used in the preparation of this report.

Recommendation

It is recommended that Committee:

- (1) Notes the objector's concerns but based on the findings of this report endorse the proposed scheme to introduce the waiting restrictions on Townfield Lane as advertised in the interests of road safety.