



Highways Representation Panel

Date: Thursday, 17 September 2009

Time: 2.00 pm

Venue: Committee Room 3 - Wallasey Town Hall

Contact Officer: Brian Ellis
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AGENDA

1. DECLARATIONS OF INTEREST/PARTY WHIP

Members of the panel are asked to consider whether they have a personal or prejudicial interest in connection with any of the items on this agenda and, if so, to declare it and state the nature of such interest.

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 at this meeting and, if so, to declare it and state the nature of the whipping arrangement.

2. OBJECTIONS: CYCLING STRATEGY SCHEME - MOUNT PLEASANT ROAD / MOUNT ROAD (Pages 1 - 8)

3. OBJECTIONS: LOCAL SAFETY SCHEME - HIGHER BEBINGTON ROAD / PULFORD ROAD, BEBINGTON (Pages 9 - 14)

4. SILVERBURN AVENUE, MORETON - RESIDENTS' PARKING SCHEME - OBJECTIONS (Pages 15 - 18)

5. OBJECTION: PROPOSED WAITING RESTRICTIONS - HOLM LANE / HOLM VIEW CLOSE, OXTON (Pages 19 - 24)

6. ANY OTHER BUSINESS

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 17th SEPTEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

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

1.0 EXECUTIVE SUMMARY

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

2.0 BACKGROUND

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

3.0 SUMMARY

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

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

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

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

4.0 FINANCIAL IMPLICATIONS

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

5.0 STAFFING IMPLICATIONS

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

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

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

6.1 There are no implications under this heading.

7.0 COMMUNITY SAFETY IMPLICATIONS

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

8.0 LOCAL AGENDA 21 IMPLICATIONS

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

9.0 PLANNING IMPLICATIONS

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

10.0 ANTI-POVERTY IMPLICATIONS

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

11.0 SOCIAL INCLUSION IMPLICATIONS

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

12.0 LOCAL MEMBER SUPPORT IMPLICATIONS

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

13.0 BACKGROUND PAPERS

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

14.0 RECOMMENDATIONS

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

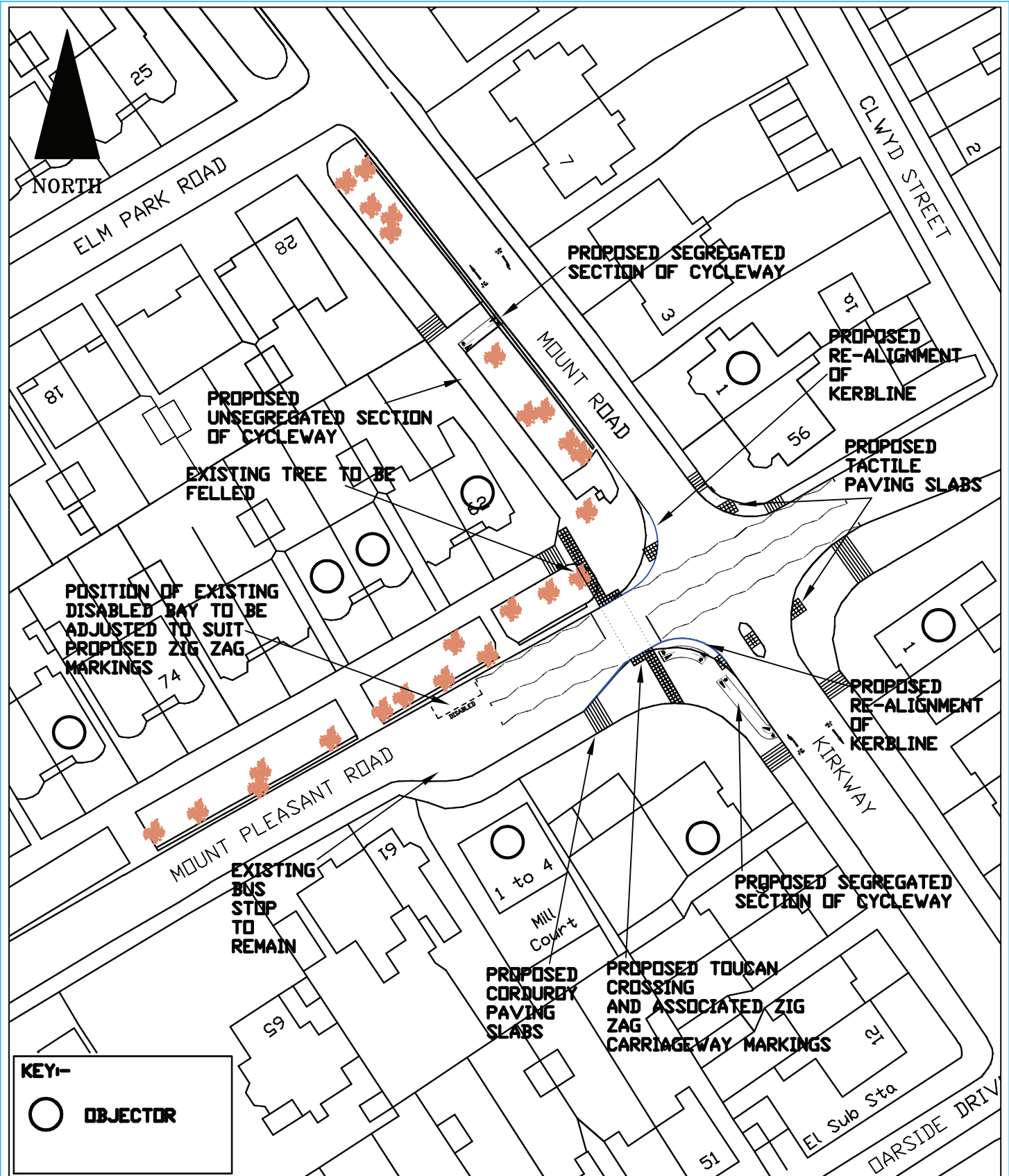
DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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

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

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Technical Services Department

David Green
Director

Objections
Proposed Cycle Facility
Mount Pleasant Road / Mount Road / Kirkway
New Brighton & Wallasey Wards

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL - 17 SEPTEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTIONS: LOCAL SAFETY SCHEME - HIGHER BEBINGTON ROAD / PULFORD ROAD (BEBINGTON WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received to the proposed "Local Safety" scheme for Higher Bebington Road, Bebington.
- 1.2 The report recommends that the Panel notes the objections and that the "Local Safety" scheme as shown on attached drawing number Beng/54/09a be recommended to Overview & Scrutiny Committee for approval and implementation.

2.0 BACKGROUND

- 2.1 On 24 February 2009, Streetscene & Transport Services Overview and Scrutiny Committee considered a report on this year's Transport Capital Programme – Road Safety and subsequently endorsed and referred matters to Cabinet for approval.
- 2.2 The Transport Capital Programme – Road Safety Programme for 2009/10 was subsequently approved at Cabinet meeting on 19 March 2009 (Minute 420 refers).
- 2.3 Originally the scope of the "Local Safety" scheme was to traffic Higher Bebington Road and Pulford Road between Teehey Lane and Heath Road.
- 2.4 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on site and Party Spokespersons and Ward Members were informed. The Traffic Regulation Order for the speed cushions was also advertised within the local press and a public display was erected in Bebington Civic Centre.
- 2.5 During the advertisement period unresolved objections to the proposals were received from 10 households. In addition a petition with 264 signatures was submitted against the proposal. Letters of support for the scheme were received from 6 households. Representations made by the three Ward Members indicated that they did not support the original traffic calming scheme.
- 2.6 Following subsequent discussions with the Ward Members it was decided that the extent of the proposed scheme would be re-visited with a view to reducing the amount of physical traffic calming measures.
- 2.7 A further consultation exercise was undertaken outlining the revised scheme. Letters were delivered to residents of properties in the vicinity of the proposed scheme. Letters were also delivered to all objectors and to the households where the petition had been signed. Notices were erected on site and Party Spokespersons and Ward Members were informed. A public display was erected in Bebington Civic Centre.
- 2.8 During the advertisement period one unresolved letter of objection was received. The content of the objector's concerns is outlined in Appendix A.

3.0 SUMMARY

- 3.1 There is, from the accident record, merit in introducing a "Local Safety" scheme in Higher Bebington Road and Pulford Road as there have been 3 recorded personal injury accidents along this route in the current three year study period, all of which would have been prevented if a traffic calming scheme had been present.

3.2 It is not uncommon for residents and road users to object to traffic calming features, however, such features are in place in other areas of the Borough and indeed country-wide. Speed reducing features installed within the tolerances recommended by the Department for Transport are proven to be highly beneficial.

3.3 The Council prioritises its resources in line with the aspirations of the Local Transport Plan objectives. This is to make specific improvements in Local and National Performance Indicators. For Wirral Council road safety is a Key Improvement Aim and this reflects the importance afforded to Road Safety by the Department for Transport in its national indicators. In addition a Local Authority Agreement has been signed with the Government Office for the North West to provide specific impetus into road safety to achieve a better performance against targets than the Governments nationally recognised target.

4.0 FINANCIAL IMPLICATIONS

4.1 The overall works, estimated to cost in the region of £60,000, will be financed from the 2009/10 Transport Capital Programme.

5.0 STAFFING IMPLICATIONS

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

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

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

6.1 Traffic travelling at a lower speed can have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road.

7.0 COMMUNITY SAFETY IMPLICATIONS

7.1 Introducing traffic calming features will ensure that vehicle speeds are moderated at all times.

7.2 The proposed schemes are designed to support the Council's corporate aim to reduce the number of people killed or seriously injured in road accidents.

8.0 LOCAL AGENDA 21 IMPLICATIONS

8.1 The introduction of traffic calming measures will result in reduced vehicle speeds which will in turn result in reduced vehicle emissions, thus having a beneficial effect on the local environment.

9.0 PLANNING IMPLICATIONS

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

10.0 ANTI-POVERTY IMPLICATIONS

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

11.0 SOCIAL INCLUSION IMPLICATIONS

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

12.0 LOCAL MEMBER SUPPORT IMPLICATIONS

12.1 This report has implications for Members in the Bebington Ward.

13.0 BACKGROUND PAPERS

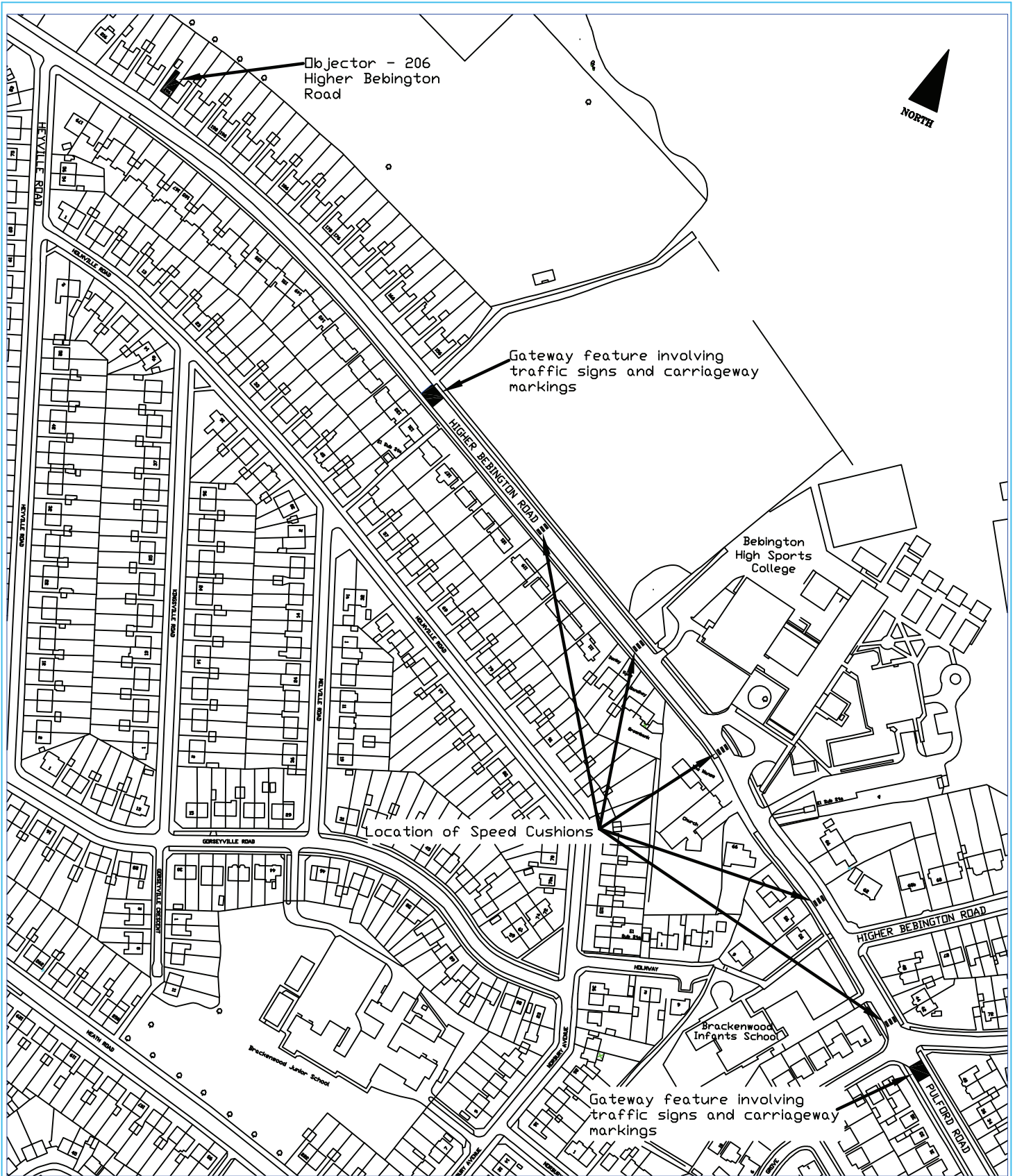
13.1 Letters and emails received from residents objecting to and supporting the scheme have been used in the preparation of this report.

14.0 RECOMMENDATIONS

14.1 Panel is requested to note the objections received and the officers' responses and recommend to the Overview & Scrutiny Committee that the "Local Safety" scheme (as shown on drawing number Beng/54/09a) be approved for implementation in Higher Bebington Road and Pulford Road, Bebington.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

	OBJECTION	RESPONSE
(i)	Speed humps cause unnecessary wear and tear to vehicles.	The traffic calming features are designed within current guidelines set by the Department for Transport. There is no evidence to suggest that these features cause damage to vehicles.
(ii)	Similar traffic calming schemes were implemented in Cross Lane, Stanton Road and Brackenwood Estate none of which are considered to be accident "black spots".	Road humps were constructed within these roads as part of previous Transport Capital Programmes in order to reduce the numbers of recorded personal injury accidents.
(iii)	Speed humps will not influence the speed of commercial vehicles.	There is no evidence to suggest that speed humps do not have a direct influence on commercial vehicles.
(iv)	The current levels of traffic and on-street parking already have a "calming effect" on traffic speeds.	During the current three-year study period there have been three recorded personal injury accidents within the route of Higher Bebington Road and Pulford Road. Analysis of these accidents has revealed that all three accidents could have been prevented had traffic calming measures been present. Traffic surveys along this route have shown that the 85 th percentile of traffic is 38 miles per hour. During the survey speeds of up to 70 miles per hour were recorded.
Page 12	Traffic flows are likely to increase in Teehey Lane and Heath Road.	Traffic flows in Teehey Lane and Heath Road may increase as result of the traffic calming scheme. However, Teehey Lane and Heath Road are designated roads are designed to accommodate greater traffic flows. Motorists currently use Higher Bebington Road and Pulford Road as a short cut between Teehey Lane and Heath Road.
(vi)	Vehicle Activated Signs should be erected.	A vehicle activated sign is proposed as part of this "Local Safety" Scheme. The sign will be situated adjacent to the playground area in Higher Bebington Road.
(vii)	Speed cameras should be erected.	Higher Bebington Road and Pulford Road do not meet the current criteria set by Merseyside Camera Partnership for the erection of speed cameras.
(viii)	Merseyside Police have shown no interest in traffic speeds in the area.	Merseyside Police have been consulted regarding the proposals and have provided their full support in respect of the traffic calming scheme.
(ix)	The scheme would be more credible if Wirral Council had produced a Policy whereby speed controls were imposed in and around all schools in Wirral.	Whilst the proposed scheme will improve road safety outside Brackenwood Infants School and Bebington High Sports College, the scheme is designed to reduce the numbers of personal injury accidents and thus contributing towards Wirral Council's key priority to improve road safety in the Borough.
(x)	Less intrusive types of traffic calming measures should be considered.	The proposed "Local Safety" scheme will include the construction of flat topped speed cushions. On either approach to the speed cushions it is proposed to implement softer non-physical measures, which will include laying transverse count down bars in red coloured surface treatment. A vehicle activated sign will be erected adjacent to the playground area in Higher Bebington Road.



WIRRAL

Technical Services Department

David Green
Director

Objection
Proposed Local Safety Scheme
Higher Bebington Road / Pulford Road
Bebington Ward

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 17 SEPTEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

SILVERBURN AVENUE, MORETON (LEASOWE AND MORETON EAST WARD)

CONSIDERATION OF OBJECTIONS TO THE ADVERTISEMENT OF A TRAFFIC REGULATION ORDER FOR THE INTRODUCTION OF RESIDENTS' PARKING SCHEME VISITOR PERMITS

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers the receipt of three objections received to a formally advertised Traffic Regulation Order to introduce visitor permits to the residents' parking scheme currently in operation in Silverburn Avenue, Moreton.
- 1.2 Details of the existing residents' parking scheme are shown on the attached Drawing TE0013a0.
- 1.3 The recommendation is to note the objections and recommend to the Overview & Scrutiny Committee that the Traffic Regulation Order be made as advertised.

2.0 BACKGROUND

- 2.1 Council officers have previously resisted individual requests for the introduction of visitor permits on the grounds that it would lead to over-subscribed parking. However it was agreed that should a request be made which showed that the residents' gave majority support, the Council would consider the request on their behalf.
- 2.2 In June 2008 the Council received a petition calling for the introduction of visitor permits for the Silverburn Avenue residents' parking scheme.
- 2.3 Of the 25 properties in Silverburn Avenue, residents from 19 properties had signed the petition, giving a majority support of 79%.
- 2.4 In advertising the proposals, officers made it clear that the introduction of visitor permits may lead to an over-subscription of parking which may leave some residents with no space to park.

3.0 OBJECTIONS RECEIVED

- 3.1 Following formal notification of the proposal, three objections were received from No's 5, 15 and 18 Silverburn Avenue whose concerns may be summarised as follows:
- 3.2 The residents objecting to the proposals feel that as the available parking is already limited, the introduction of visitor permits will result in less parking available to residents, forcing them to park elsewhere.
- 3.3 It is noted that two of the three objectors had previously signed the petition for the introduction of visitor permits.

4.0 SUPPORT RECEIVED

- 4.1 A petition of 27 signatures from the 19 supporting properties was received requesting the introduction of visitor permits for the Silverburn Avenue residents' parking scheme.
- 4.2 Supporting correspondence has also been received from a local Ward Member.

5.0 FINANCIAL IMPLICATIONS

5.1 The cost of implementing the proposals estimated at £800 will be financed from the Traffic Management Revenue Budget, which is £33,000 for 2009/10.

6.0 STAFFING IMPLICATIONS

6.1 Existing staff resources are being used for the detailed investigation, design and supervision of this scheme.

7.0 EQUAL OPPORTUNITIES IMPLICATIONS

7.1 There are no implications under this heading.

8.0 COMMUNITY SAFETY IMPLICATIONS

8.1 The introduction of visitor permits may allow motorists to park in the immediate vicinity of the property they are visiting with the potential to improve the security of vehicles. However, it may also lead to an over-subscription of parking forcing some residents to park elsewhere which may have a negative effect on vehicle security.

9.0 LOCAL AGENDA 21 IMPLICATIONS

9.1 There are no implications under this heading.

10.0 PLANNING IMPLICATIONS

10.1 There are no implications under this heading.

11.0 ANTI-POVERTY IMPLICATIONS

11.1 There are no implications under this heading.

12.0 SOCIAL INCLUSION IMPLICATIONS

12.1 There are no implications under this heading.

13.0 LOCAL MEMBER SUPPORT IMPLICATIONS

13.1 The report has implications for Members in the Leasowe and Moreton East Ward.

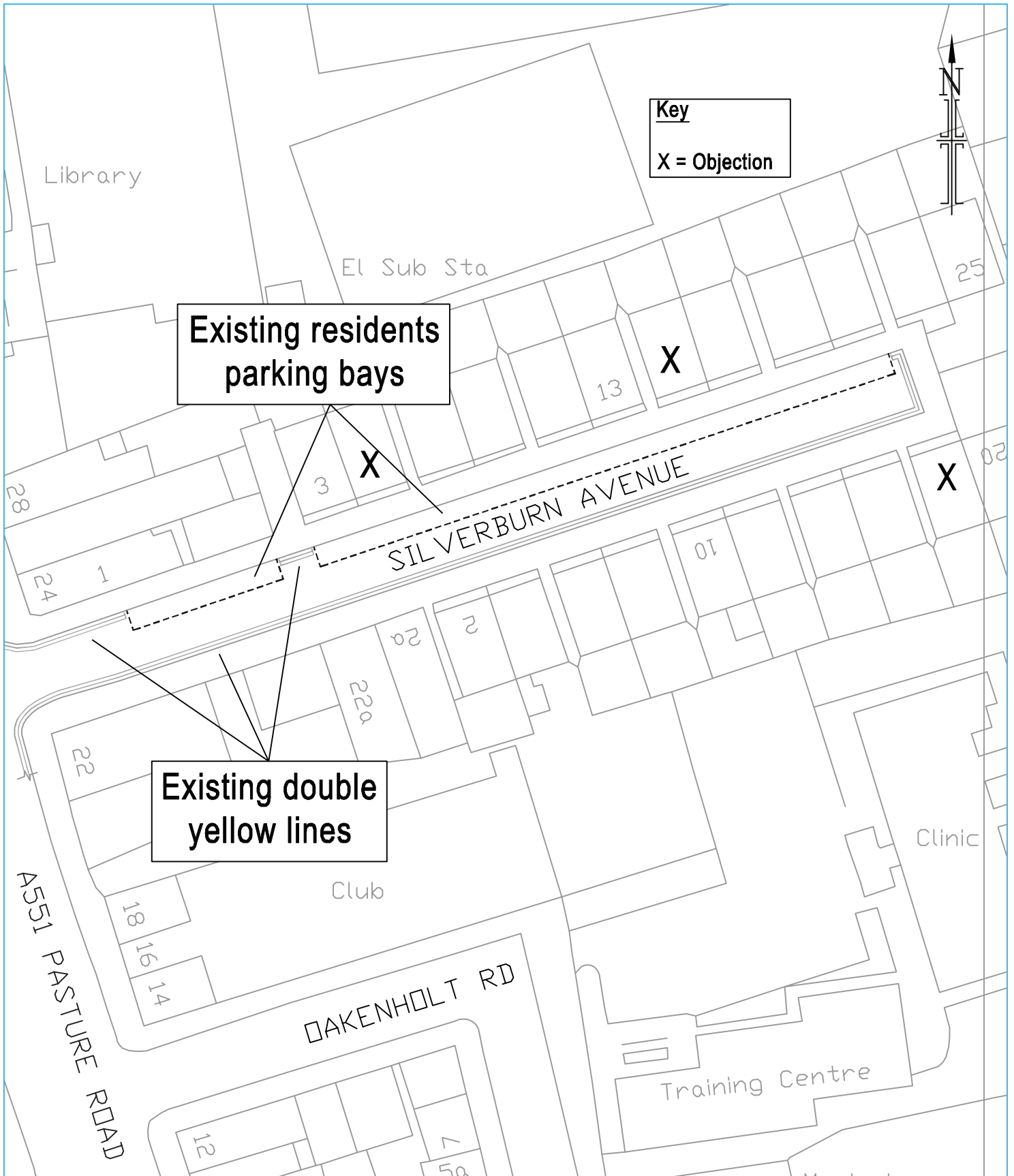
14.0 BACKGROUND PAPERS

14.1 Departmental files, a petition and letters received have been used in the preparation of this report.

15.0 RECOMMENDATIONS

15.1 Panel is requested to note the objectors' concerns and recommend to the Overview and Scrutiny Committee that the Traffic Regulation Order for the introduction of Residents' Parking Scheme Visitor Permits at Silverburn Avenue, Moreton be made as advertised.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES



WIRRAL

Technical Services Department

David Green
Director

SILVERBURN AVENUE, MORETON

PROVISION OF VISITOR PERMITS FOR EXISTING RESIDENTS PARKING SCHEME
SEPTEMBER 2008

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 17 SEPTEMBER 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

OBJECTION: PROPOSED WAITING RESTRICTIONS – HOLM LANE / HOLM VIEW CLOSE, OXTON (OXTON WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection received to the proposed waiting restrictions on Holm Lane and Holm View Close, Oxtton.
- 1.2 The report recommends that the Panel note the objection and that the proposed scheme of waiting restrictions as shown on the attached drawing 62/09 be recommended to Overview & Scrutiny Committee for approval and implementation.

2.0 REPORT

- 2.1 At the meeting of the Oxtton and Prenton Area Forum on the 16 June 2009 a resident of Holm Lane raised concerns about the serious road traffic problems, namely inconsiderate parking, access to properties, obstruction to residential access roads, noise levels, speeding and parking on pavements.
- 2.2 On the 25 June 2009 an officer from my Traffic Management Division met with a local Ward Councillor and residents of Holm Lane and Holm View Close. It was noted that the entrance to Oxtton St Saviours Primary School is on Holm Lane and there is a high level of parking experienced on both Holm Lane and Holm View Close from parents / carers during school drop off and pick up times.
- 2.3 After preliminary consultation, letters were delivered to residents of the properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on site and Party Spokespersons and Ward Members were informed. The Traffic Order for the proposed waiting restrictions was also advertised within the local press.
- 2.4 During the advertisement period one unresolved objection to the proposal was received.

3.0 OBJECTION

- 3.1 The objection was received from a resident of Holm View Close. The objector does not support the introduction of waiting restrictions within Holm View Close as to stop persons parking within Holm View Close could not be considered to support the issue of road safety.

4.0 RESPONSE

- 4.1 An officer from my Traffic Management Division has liaised with Oxtton St Saviours Primary School and the school supports the introduction of waiting restrictions to control parking.
- 4.2 Oxtton St Saviours Primary School in March 2008 adopted a School Travel Plan. The travel plan document sets out a series of practical steps aimed at improving the school journey for children, parents/carers, the school and the wider community. The main aim is to promote sustainable transport, such as walking, cycling and using public transport instead of the private car. The benefits include reducing congestion, improving road safety, increasing exercise / fitness levels and helping the environment. The introduction of waiting restrictions would continue to support this initiative.

- 4.3 Members will appreciate that during school drop off and pick up times parents / carers tend to park in close proximity to the school and this parking can lead to problems of congestion.
- 4.4 Members will also appreciate that parking on or near to junctions also causes problems for parents / carers who may walk their child to school as this parking creates problems with sight lines and visibility.
- 4.5 Officers have monitored parking at this location and it has been observed that due to the limited turning area and parking of vehicles within Holm View Close the saturation of parking tends to lead to a number of vehicles reversing back onto Holm Lane.
- 4.6 The introduction of waiting restrictions within Holm View Close would eliminate speculative parking and this would help to alleviate problems of vehicles reversing onto Holm Lane from Holm View Close.
- 4.6 There has been one recorded personal injury accidents at this location during the last three-year period. Merseyside Police support this proposal as the introduction of waiting restrictions should lessen the occurrences of obstructive parking.
- 4.7 The waiting restrictions on Holm Lane and within Holm View Close have been proposed to improve sight lines, visibility, prevent obstructive parking and improve access for all.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The financial implications will depend upon the decision taken by Members in respect of this report. Should the waiting restrictions be implemented works will be financed from the Traffic Management Revenue Budget.

6.0 STAFFING IMPLICATIONS

- 6.1 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 IMPLICATIONS

- 7.1 There are no specific equal opportunities implications arising from this report.

8.0 COMMUNITY SAFETY IMPLICATIONS

- 8.1 The promotion of this scheme to introduce waiting restrictions is in support of reducing the number of collisions giving rise to personal injury. This is in support of both National and Local indicators including those in the Local Authority Agreement.

9.0 LOCAL AGENDA 21 IMPLICATIONS

- 9.1 Within Local Agenda 21 implications the control of parking is part of a wider strategy to reduce reliance on the motor vehicle.

10.0 PLANNING IMPLICATIONS

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

11.0 ANTI-POVERTY IMPLICATIONS

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

12.0 SOCIAL INCLUSION IMPLICATIONS

12.1 There are no social inclusion implications arising from this report.

13.0 LOCAL MEMBER SUPPORT IMPLICATIONS

13.1 This report has implications for the Oxton Ward.

14.0 BACKGROUND PAPERS

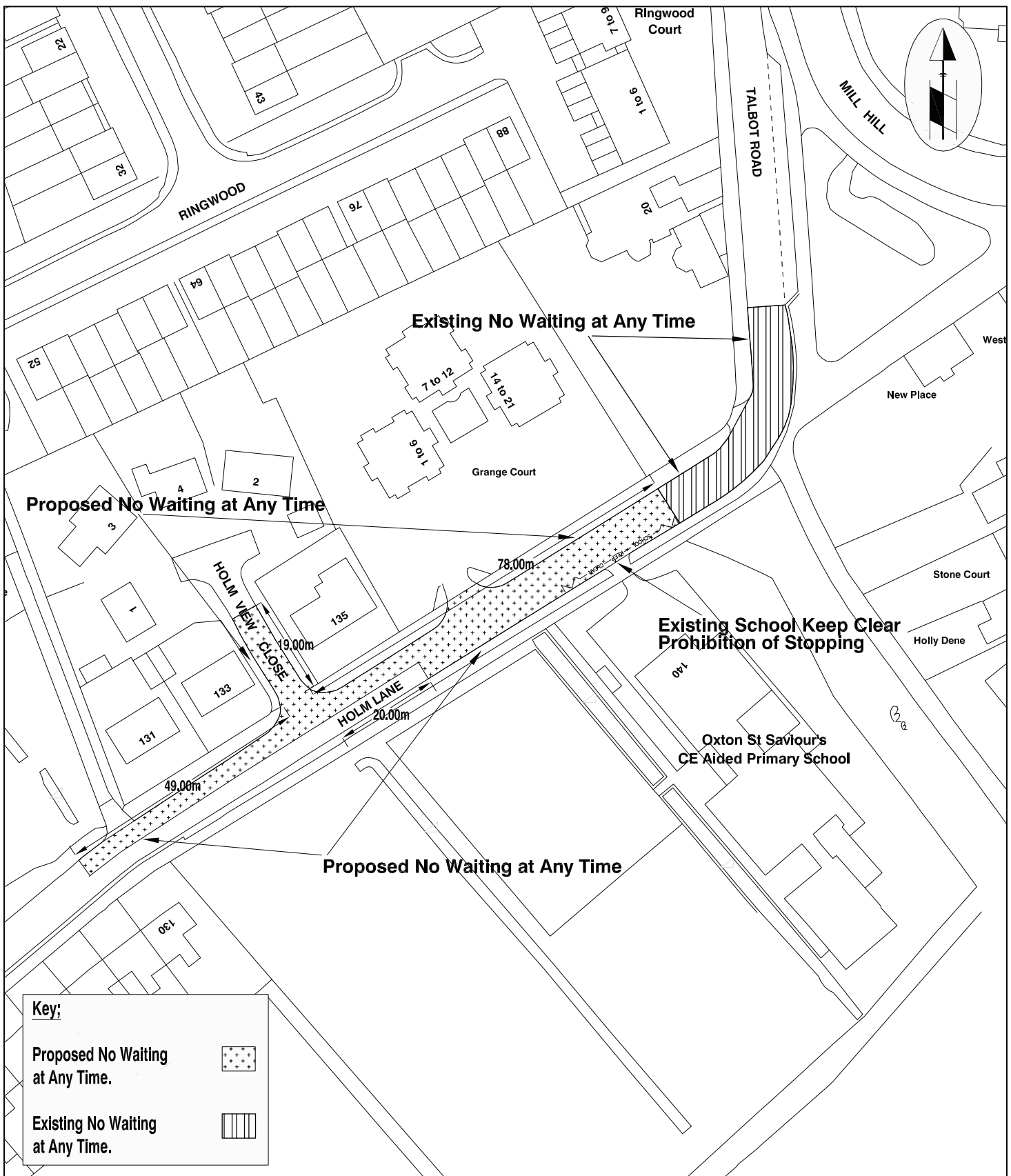
14.1 A letter has been used in the preparation of this report.

15.0 RECOMMENDATIONS

15.1 Panel is requested to note the objection received and the Officers' response and recommend to the Overview & Scrutiny Committee that waiting restrictions (as shown on drawing 62/09) be approved for implementation in Holm Lane and Holm View Close, Oxton.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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Technical Services Department
David Green
Director

Objection to Proposed Waiting Restrictions
Holm Lane / Holm View Close
Oxton
Oxton Ward

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