



Highways and Traffic Representation Panel

Date:	Thursday, 8 July 2010
Time:	9.30 am
Venue:	Committee Room 1 - Wallasey Town Hall

Contact Officer: Brian Ellis
Tel: 691 8491
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Website:

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. PETITION: RESIDENTS PARKING SCHEME - MANOR LANE, WALLASEY (Pages 1 - 10)

3. PETITION - STONEACRE GARAGE, NEW BRIGHTON (Pages 11 - 16)

4. PETITION - REQUEST FOR PARKING PROVISION - BERRYLANDS ROAD, MORETON (Pages 17 - 22)

5. PETITION - REQUEST TO BAN ARTICULATED VEHICLES FROM USING BERWYN DRIVE AND HILLFIELD DRIVE, HESWALL (Pages 23 - 28)

- 6. FEASIBILITY STUDY: PUFFIN CROSSING SCHEME - SEABANK ROAD, LISCARD (Pages 29 - 34)**
- 7. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION: RESIDENTS PARKING SCHEME - MANOR LANE, WALLASEY

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a petition submitted by the residents of Manor Lane for a residents only parking scheme.
- 1.2 Access to Liscard Primary School and a Sure Start Centre is located on Manor Lane on the opposite side to the proposed residents only parking scheme.
- 1.3 Local residents have written requesting a residents parking scheme and the Headteacher of Liscard Primary School has also written a letter in support of this request; the school is able to demonstrate the vast amount work it has undertaken in order to raise awareness of traffic issues, including parking, around the school.
- 1.4 Officers understand that the request for residents parking has not met all the Criteria for the Introduction and Operation of Residents Parking Schemes (Approved by Cabinet 28 March 2007). However, the situation is unique due to the physical nature of Manor Lane and the recommendation is to allow residents only parking.

2.0 BACKGROUND

- 2.1 Liscard Primary School is a Community Primary School with 58 staff members and approximately 675 pupils. The Sure Start Centre has a maximum of 36 children on site at any one time and 12 staff plus visiting staff members during the day. There was provision for parking in the Sure Start planning process in 2006 and parking exists on the school site for both school and Sure Start staff. However, Sure Start staff arriving at the Centre between the hours of 09:15 and 15:15 are unable to access the school car park as it is locked for the safeguarding of pupils.
- 2.2 Liscard Primary School adopted a School Travel Plan in 2005/06. The school have been active in promoting modes of sustainable transport to staff, parents and service users.
- 2.3 Liscard Primary School became a Bike It school in 2007 and still regularly achieves high numbers of pupils cycling to the school. The Bike It scheme is a Sustrans initiative which aims to promote safe and independent cycling to and from school with pupils arriving energized, excited and ready to learn in a morning.
- 2.4 The school and Sure Start recognise that car parking on Manor Lane is an issue for the local community as well as a safety concern for those accessing the site. The school, together with pupils elected as Junior Road Safety Officers (a scheme administered through Wirral Councils School Travel Plan Team), have held parking campaigns and written to staff, parents and service users to raise these issues of

concern and have requested them not to park at this entrance. In October, 2009, one of the school campaigns was featured in the Liverpool Echo.

- 2.5 Congestion and fears over safety for parents and pupils has been a key concern for the school. These matters are regularly raised with my Department by Members and directly to my School Travel Advisers by the schools action team.
- 2.6 Through a number of site observations at key times, it is apparent that parents, children and drivers are treating Manor Lane as an informal shared space as there is no continuing footway. The majority of vehicles use Manor Lane in one direction, from Penkett Road towards Withens Lane. As there is no restriction to the contrary, some drivers choose the opposite direction, which then often creates congestion and confusion.
- 2.7 The school have written to me in support of a One-way Traffic Order to reduce this congestion. A scheme to facilitate this is included in my proposed programme of measures for Safer Routes to Schools, within the Road Safety Block of the Transport Capital Programme 2010/11.
- 2.8 The request for a One-Way flow has been considered in more detail, and although it could be provided in principle, I consider it would have a detrimental effect on cycling. The school has made great in-roads in promoting the use of cycles and is a Bike-It school and Manor Lane has also been identified as key part of the Wallasey Cycle Network. A mandatory cycle contra-flow could be provided, although this would then have a significant effect on the already limited parking within Manor Lane.
- 2.9 An alternative to a One-Way Order which would restrict the number of vehicles using Manor Lane and significantly reduce congestion would be to prohibit traffic entering Manor Lane from Withens Lane – except for cyclists. Residents emerging from off street parking and cyclists could continue to use Manor Lane in both directions as at present. This scheme is therefore proposed within the Safer Routes to Schools Programme of the Road Safety Block 2010/11 to assist in reducing congestion in Manor Lane near the school, further promote road safety and sustainable transport to school.
- 2.10 Manor Lane has a good road safety record, with no recorded crashes involving injury during the 3 year study period.
- 2.11 On 28th March 2007 Cabinet set out and approved its criteria for the introduction and operation of resident parking schemes. In summary, this criteria (details included within Appendix 1) provides that a minimum of 300 households with at least 80% of the total number of affected properties are in favour of such a scheme, and that it is self funded.

3.0 PETITION

- 3.1 A petition of 30 signatures from local residents has been submitted via a Member requesting the council introduce a residents parking scheme along Manor Lane. Whilst the majority of properties have some form of off street parking, residents of the 9 terraced properties near the school entrance have no alternative off street parking provision.

- 3.2 The lead petitioner has also submitted 8 signatures from residents living on Manor Lane to confirm their commitment to payment for a residents parking scheme (house numbers 2, 4, 6, 8, 10, 12, 16, 18).
- 3.3 The Headteacher from Liscard Primary School has written in support of both the residents' application for a resident parking scheme and the implementation of a one-way system on Manor Lane. The Sure Start Centre Manager has also expressed support for these measures.
- 3.4 Parking survey results from April 2010 reveal the majority of parked vehicles on Manor Lane comprise of local residents, however, a number of vehicles were parked for periods during the morning and / or the afternoon suggesting they were owned by visitors to the lane. A significant number of vehicles were recorded dropping-off or picking-up children from Liscard Primary School at school opening and closing times.

4.0 SUMMARY

- 4.1 The works planned as part of the Safer Routes to School Scheme will not necessarily address the concerns of the petitioners in resolving parking problems on Manor Lane. However, I consider Manor Lane is of a unique layout, significantly restricted in width and has considerable patronage by foot, car and pedal cycle to the adjacent primary school and Sure Start centre.
- 4.2 Existing traffic calming measures already provide a good degree of control for speed outside the school entrance, although the bi-directional flow of traffic and poorly regulated parking within Manor Lane give further rise to safety concerns. Members are asked to consider the residents parking proposal which will compliment the Safer Routes to School Scheme.
- 4.3 Whilst I do not believe a resident parking scheme will prevent parents dropping-off or collecting children from the school, I consider formalisation of the available parking in conjunction with the proposals to introduce a One-Way system may deter some parents from using the lane.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The provision of the residents parking scheme, estimated to cost in the region of £1,000, will be mostly financed by residents at £75 each in accordance with Council Policy.
- 5.2 The cost of the Safer Routes to School Works are estimated to cost in the region of £5,500 and will be financed from the Safer Routes to School Programme within the Road Safety Block 2010/11.

6.0 STAFFING IMPLICATIONS

- 6.1 Existing staff resources will be 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, including enforcement will be met from the annual permit payments by the residents within the scheme (£10 per resident, per year in accordance with Council Policy).

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

7.1 The provision of a resident parking scheme in Manor 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 and cycling).

9.0 COMMUNITY SAFETY IMPLICATIONS

9.1 The provision of a residents parking scheme 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 scheme 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 HUMAN RIGHTS IMPLICATIONS

14.1 There are no human rights implications arising from this report.

15.0 LOCAL MEMBER SUPPORT IMPLICATIONS

15.1 This report has implications for Members in the Liscard Ward.

16.0 BACKGROUND PAPERS

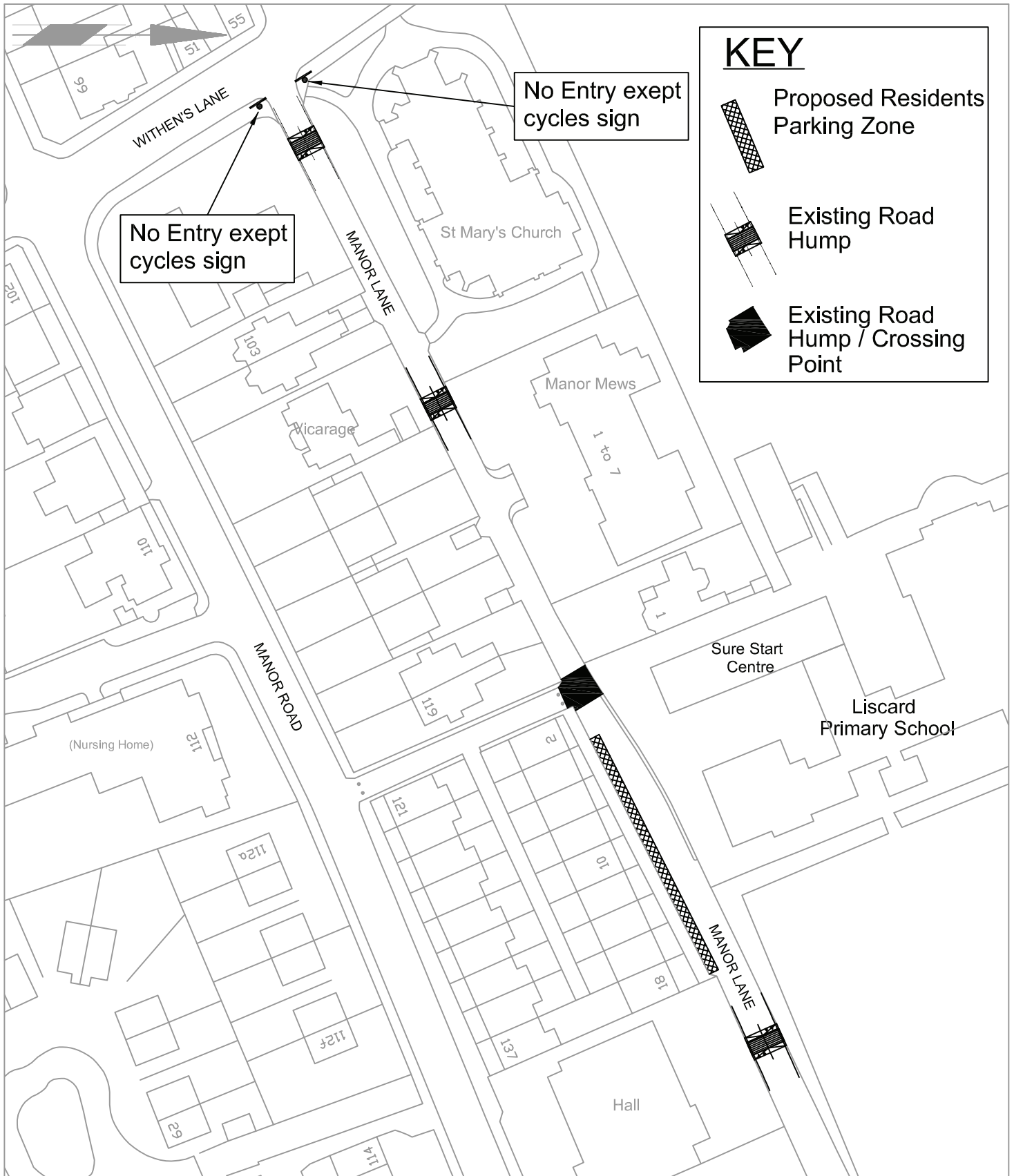
16.1 Letters and emails received from residents objecting to the scheme have been used in the preparation of this report.

17.0 RECOMMENDATIONS


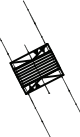

- 17.1 Panel is requested to note the petition received and the officers' responses and recommend to the Sustainable Communities Overview & Scrutiny Committee that the residents parking scheme be approved for advertisement in Manor Lane, Liscard.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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KEY

-  Proposed Residents Parking Zone
-  Existing Road Hump
-  Existing Road Hump / Crossing Point



WIRRAL

Technical Services Department

David Green
Director

Petition for Residents Parking Scheme
Manor Lane
Liscard
Liscard and New Brighton Wards

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APPENDIX 1

CRITERIA FOR THE INTRODUCTION AND OPERATION OF RESIDENT PARKING SCHEMES (Approved by Cabinet 14th December 2006)

(Revisions from previously approved criteria highlighted in bold typeface)

Criteria

In deciding whether or not a scheme should be introduced, the desirability of the scheme should be measured against certain criteria guidelines to determine the need, the acceptability and its practicality.

- a. Not less than 85% of the available kerbside space is occupied for more than six hours between 8:00 a.m. and 6:00 p.m. on five or more days a week from Monday to Saturday, and a bona fide need of residents is established. **At least 50% of the 85% occupied kerbside space must be non-residents.**

This is to ensure that before a scheme is considered, it is shown that the existing spaces are heavily used by non-residents and difficulty is experienced in finding a space on most days of the week.

- b. Not more than 50% of the car-owning residents have or could have parking available within the curtilage of their property or within 200 metres walking distance by way of rented garages or other off-street space.

This is to ensure that schemes are only introduced where a real need can be identified.

- c. The normal daily demand for resident spaces can be met.

On roads with a carriageway width of less than 6.6m it is important to protect the remaining carriageway with parking restrictions so as to be able to maintain a relatively free flow of traffic and to protect the pavement (which is part of the highway) from being parked upon. This measure would be in the form of parking restrictions denoted by yellow lines and is recommended along one side of the road for roads supporting a resident parking scheme and having a carriageway width of less than 6.6m. This essential measure has implications on the ability of a road to meet the normal daily demand for resident spaces.

- d. The introduction of the scheme will not cause unacceptable problems in adjacent roads.
- e. The scheme is acceptable both to the Police and the operations of the emergency services.
- f. The proposals are acceptable to the majority of the residents.

There must be a minimum of 80% support for the scheme from all residential properties within the scheme boundary (including nil returns). This is to ensure majority support from residents for the introduction of a scheme.

- g. In areas where parking space is severely limited, the introduction of reserved parking does not seriously affect the commercial viability of the area.
- h. **There must normally be a minimum of 300 residential properties within the proposed scheme. For schemes of less than 300 residential properties, there must be other waiting restrictions in the immediate vicinity.**

This is to ensure that the enforcement of the scheme would be self-financing.

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION – STONEACRE GARAGE, NEW BRIGHTON

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 61 signature petition submitted in November 2009 regarding Stoneacre Garage, New Brighton.
- 1.2 The report concludes that there is no appropriate action that can be taken in relation to the petitioners concerns and recommends that the area continue to be monitored.

2.0 BACKGROUND

- 2.1 A petition containing 61 signatures was presented to a meeting of the Council on 2 November 2009.
- 2.2 The petition refers to Stoneacre Garage, which is situated at the junction of Rowson Street / Pickering Road, New Brighton and cites parking, obstruction, noise and pollution as particular problems related to the operation of the garage. A location plan is appended to this report.
- 2.3 The petition does not request any particular action in respect of those issues, other than to bring them to the attention of the Council and elected representatives.

3.0 COMMENTARY

- 3.1 Discussions with officers within Development Control indicate that Stoneacre Garage is not contravening any existing planning permissions for the site. They remain available to follow up on any specific complaints related to enforceable planning matters.
- 3.2 Officers from the Highways Enforcement team have visited the site and have not noted any actionable offences. They remain available to follow up on any specific complaints relating to enforceable highways issues.
- 3.3 I have also been in contact with Environmental Protection officers and I am advised that they have visited the garage on several occasions following concerns raised by residents but have not witnessed any actionable offences. They have advised that they are willing to follow up on any specific complaints of noise or other pollution.
- 3.4 The enforcement of untaxed or unsafe vehicles parked on the highway remains within the remit of Merseyside Police and is not within my power to enforce.

- 3.5 Parking in Pickering Road and other streets surrounding Stoneacre Garage has been the subject of a number of enquiries to the Technical Services Department over previous years and, in line with current policy, application forms for resident parking schemes have been sent out to residents. Our records indicate that no completed forms have been returned to the Department.
- 3.6 The lead petitioner has been given the option of applying for the provision of a resident parking scheme, but has not taken that opportunity.
- 3.7 It is worth pointing out that it would not be appropriate for me to propose the introduction of waiting restrictions of any type (including resident parking schemes) without fully considering the requirements of all road users, including local businesses, and designing a suitable scheme. This requirement is reflected within the existing criteria for resident parking schemes.
- 3.8 The lead petitioner has been advised of the above findings and was invited to withdraw the petition. He declined to do so and therefore, in accordance with the Council's Constitution, it is necessary to report the 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 IMPLICATIONS/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 There are no implications under this heading arising from the recommendation of this 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 New Brighton Ward.

15.0 BACKGROUND PAPERS

15.1 A petition has been used in the preparation of this report.

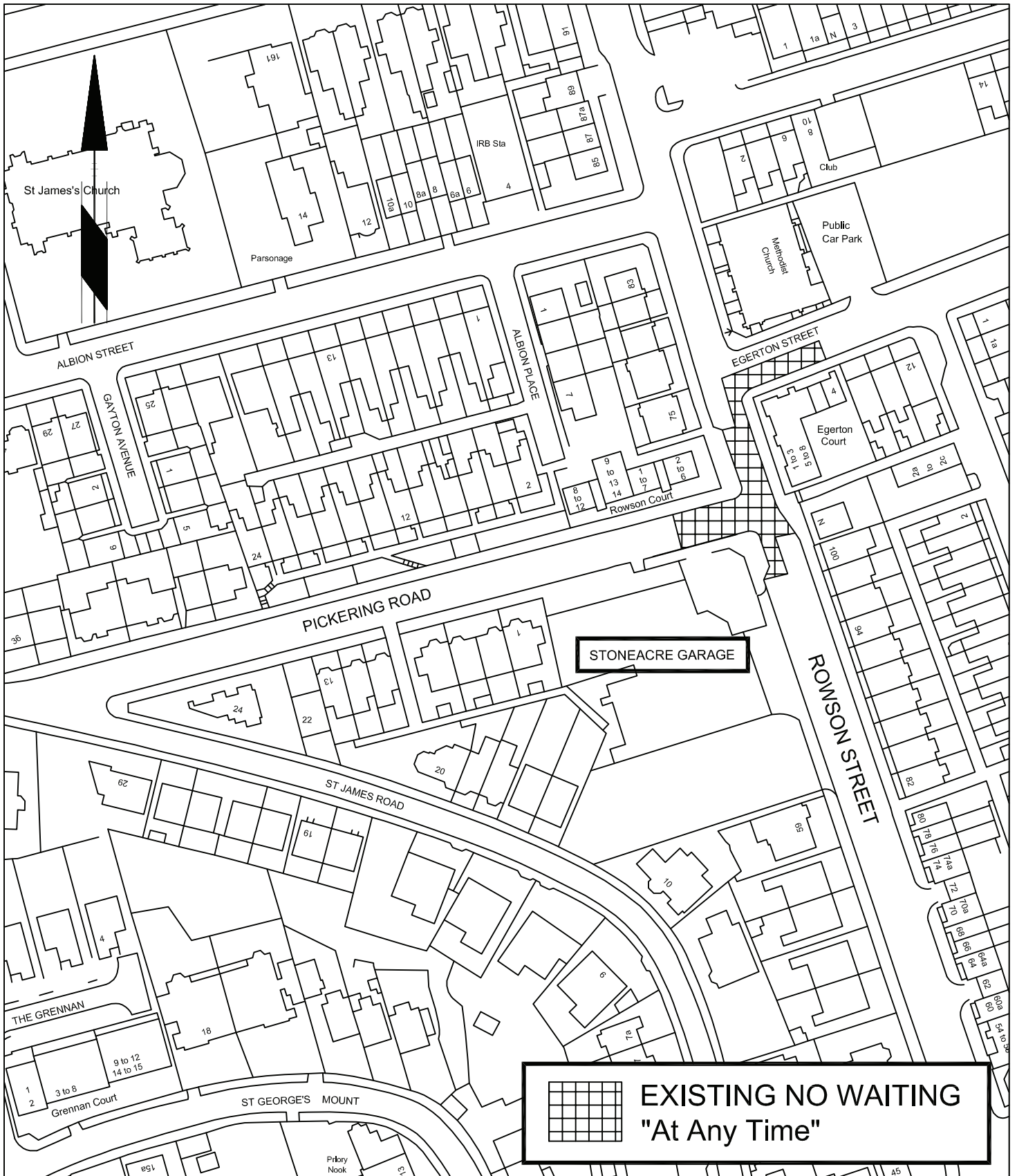
16.0 RECOMMENDATIONS

16.1 Panel is requested to:

- (1) Note the petitioners concerns regarding the impact that the operation of Stoneacre Garage has on them and the investigations that have been carried out by officers from various departments that have not noted any actionable offences at present.
- (2) Recommend that no further action be taken in relation to the petition, that the area continue to be monitored for any enforceable breaches of highways, planning or environmental legislation and that officers respond appropriately to any specific enforceable matters that are raised with them.

DAVID GREEN
DIRECTOR, TECHNICAL SERVICES

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Technical Services Department

David Green
Director

PETITION – STONEACRE GARAGE
ROWSON STREET, NEW BRIGHTON
(NEW BRIGHTON WARD)

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION – REQUEST FOR PARKING PROVISION – BERRYLANDS ROAD, MORETON (MORETON WEST & SAUGHALL MASSIE WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 17-signature petition submitted in December 2009 requesting improved parking provision for the residents of Berrylands Road, Moreton.
- 1.2 The report concludes that there is no budgetary provision within the Council's programmes to facilitate this type of request and recommends that no further action be taken.

2.0 BACKGROUND

- 2.1 In December 2009, a Ward Councillor submitted a 17 signature petition requesting improved parking provision for residents of Berrylands Road, Moreton and that Wirral Council also explore the possibility of Wirral Partnership Homes providing additional funding to facilitate this request as indicated on the Plan Ref 26/10.
- 2.2 When a number of housing areas were built some years ago, it was quite normal for properties to be arranged around grassed areas without the affordability of enough kerbside space to meet current on street parking demands.
- 2.3 This has meant that over recent years we have received many requests for the removal of these grassed areas to provide additional parking for residents.
- 2.4 Historically these requests have been considered for Capital funding provision from the Integrated Transport Block. In recent years there has been no funding allocated from the Capital Programme to enable these types of requests to be actioned.
- 2.5 The Integrated Transport Block for 2009/10 was reported to Cabinet on 19 March 2009 whereby the Block allocation became wholly decentralised with each Area Forum receiving an allocation in the region of £18,200 to carry out schemes of a traffic management/ road safety nature in the local area. This sum of money can typically be used to provide lowered kerb crossings, modest local signposting and road lining schemes.
- 2.6 The Local Transport Capital Programme for 2010/11 – Road Safety Block was reported to Cabinet on 4 February 2010, this identified projects within a number of individual programmes that contribute to the overall Road Safety Shared Priority and included the more traditional type of scheme to reduce road accident casualties. There was no funding allocated within these programmes to provide improved parking provision on Berrylands Road.
- 2.7 Officers have examined the site identified on Plan No. 26/10 and confirm that it would be possible to provide a parking scheme by removing the verge and creating a hard standing area. There are a number of dwellings fronting the grassed area and the total cost of any scheme would obviously be dependent upon the number of parking spaces provided. For a larger scheme, it may necessitate construction of an access road too.

- 2.8 In July 2009, the Technical Services Department assisted in the provision of an additional 12 spaces for residents on the Woodchurch Estate. This was due to funding of £30,000 being provided by Wirral Partnership Homes and Woodchurch Neighbourhood Management.
- 2.9 As part of the consideration of the petition to provide improved parking on Berrylands Road, Wirral Partnership Homes was requested to consider if additional funding could be made available to facilitate this request. In response, Wirral Partnership Homes has indicated that they do not have any resources that could be used to pursue this type of scheme.
- 2.10 Members will be aware of the Local Transport Plan Capital Allocations in the Integrated Transport Block which has been decentralised to Local Area Forums. In this financial year each Local Area Forum has an allocation of £18,200 which can be used to fund traffic/highway related schemes identified by each Forum. If the Local Area Forum was mindful it may be possible to provide some car parking using this allocation.
- 2.11 The lead petitioner has been advised that this location has not been identified within current programmes and was invited to withdraw the petition. The lead petitioner declined to do so and therefore, in accordance with the Council's Constitution, it is necessary to report the matter to your Panel.

3.0 FINANCIAL IMPLICATIONS

- 3.1 There are no implications under this heading arising from the recommendation of this report.
- 3.2 There is generally a substantial cost element involved in the provision of improved parking provision. The process of calculating an estimate requires the allocation of staff resources to draw up proposals, calculate quantities, liaise with utilities regarding plant location and diversion costs and this would depend upon the extent of scheme to be proposed. A modest scheme of providing parking by removing verges for 12 cars is estimated to cost a minimum of £30,000.
- 3.3 In 2008/09 a Local Transport Capital funded scheme costing £64,000 introduced a scheme of speed reduction measures in Berrylands Road.
- 3.4 Each Local Area Forum has at its disposal a Local Transport Plan Integrated Transport Block allocation of £18,200 in 2010/11 for traffic/highway related schemes.

4.0 STAFFING IMPLICATIONS

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

5.0 EQUAL OPPORTUNITIES IMPLICATIONS/EQUALITY IMPACT ASSESSMENT

- 5.1 There are no implications under this heading.

6.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

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

7.0 COMMUNITY SAFETY IMPLICATIONS

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

8.0 LOCAL AGENDA 21 IMPLICATIONS

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

9.0 PLANNING IMPLICATIONS

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

10.0 ANTI-POVERTY IMPLICATIONS

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

11.0 SOCIAL INCLUSION IMPLICATIONS

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

12.0 LOCAL MEMBER SUPPORT IMPLICATIONS

12.1 This report has implications for the Moreton West & Saughall Massie Ward.

13.0 BACKGROUND PAPERS

13.1 A petition has been used in the preparation of this report.

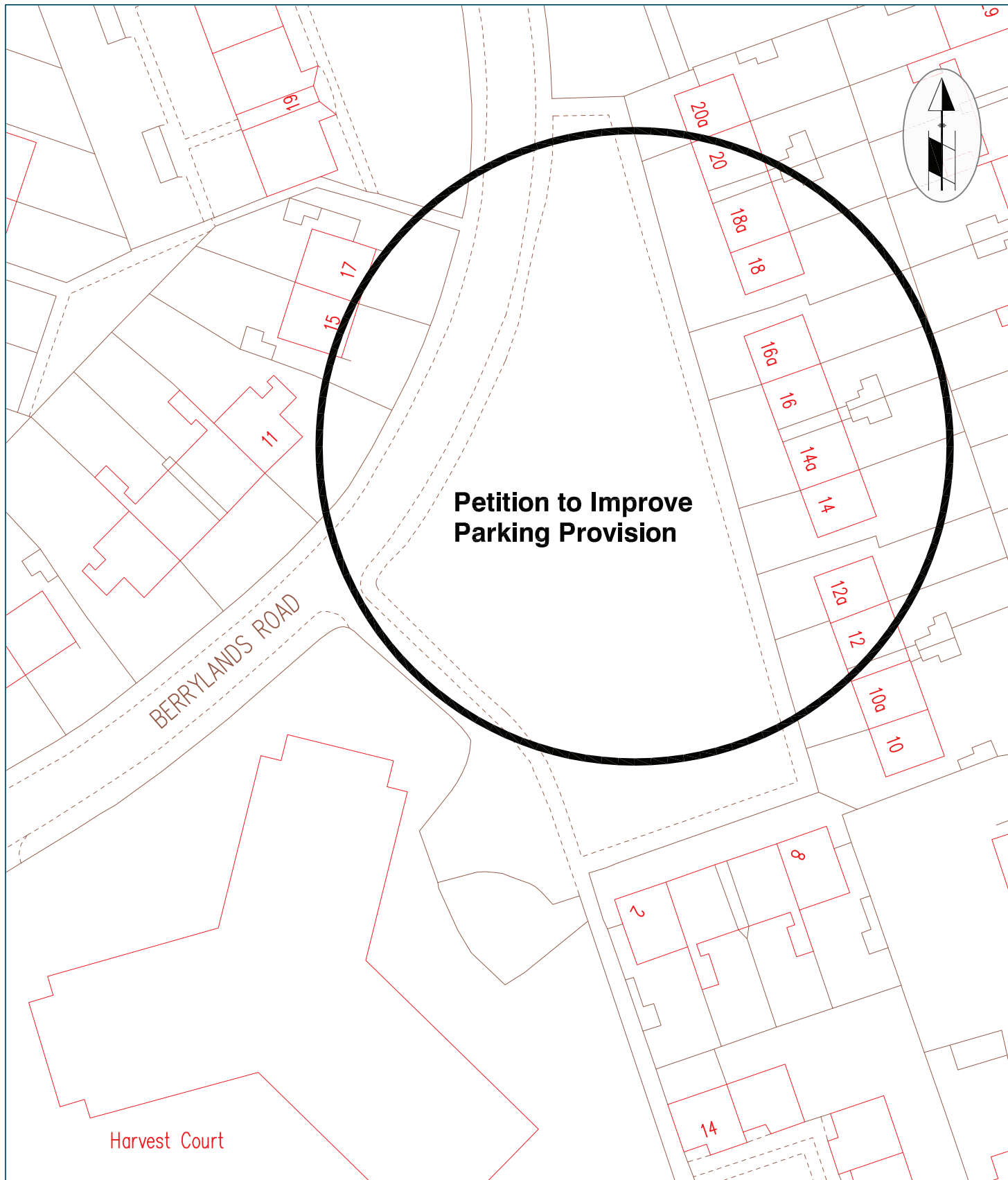
14.0 RECOMMENDATIONS

14.1 The Panel is requested to:

- (i) Note the petitioners' request for additional parking facilities in Berrylands Road;
- (ii) Recommend to the sustainable Communities Overview and Scrutiny Committee that no further action is taken on the basis that there is no specific budget provision for this type of scheme. However the petitioner should be made aware of the potential for Local Area Forum funding for this scheme as described in this report.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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**Petition to Improve
Parking Provision**

BERRYLANDS ROAD

Harvest Court



WIRRAL

Technical Services Department

**David Green
Director**

**Petition for Improved Parking Provision
Berrylands Road
Moreton
Moreton West & Saughall Massie Ward**

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Date

Page 21

Plan Ref No.

26/10

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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

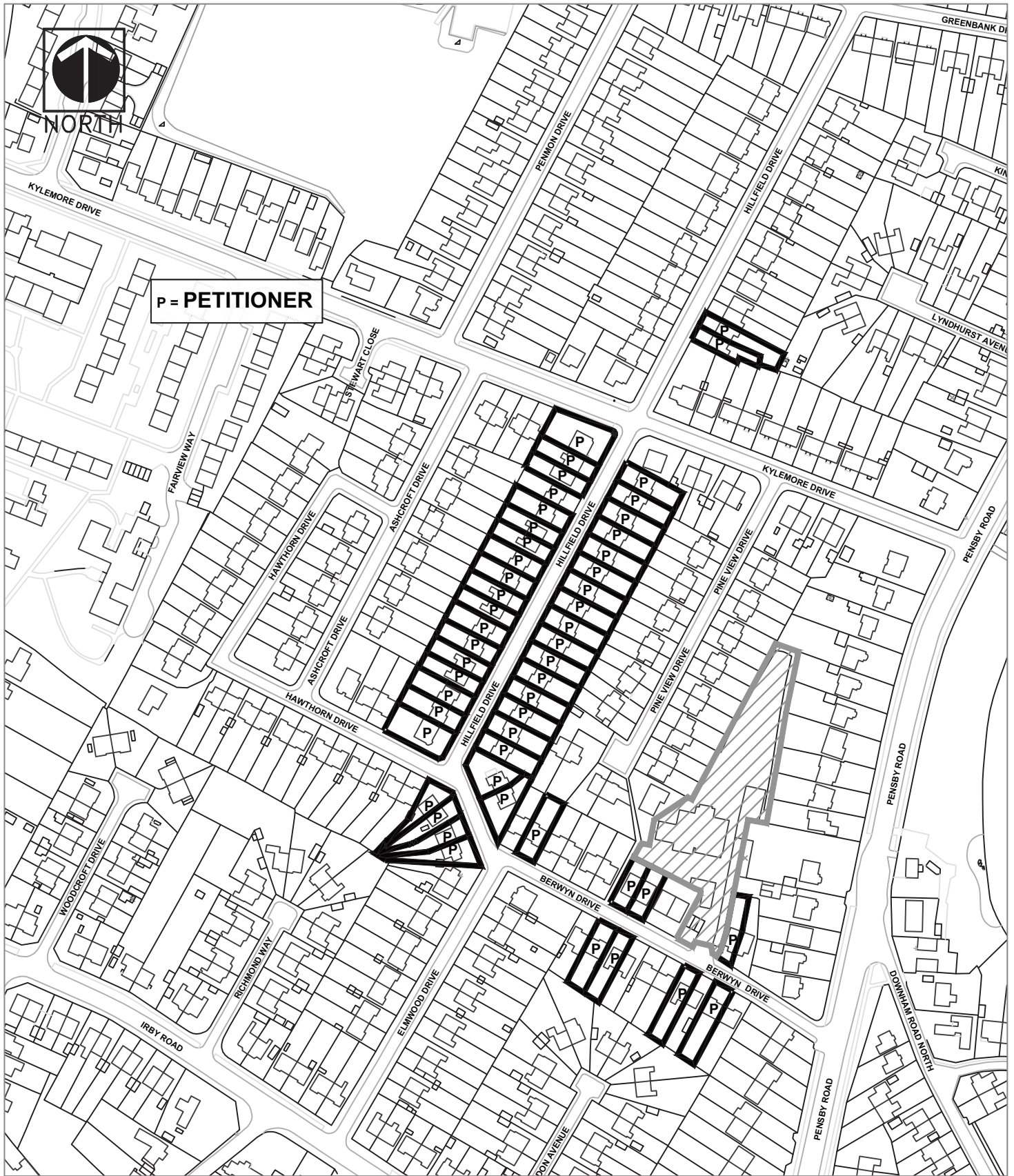
14.1 A petition and email correspondence with the lead petitioner have been used in preparation of this report.

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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Page 27

Plan Ref No.

BENG/3403

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WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

FEASIBILITY STUDY: PUFFIN CROSSING SCHEME – SEABANK ROAD, LISCARD (LISCARD WARD)

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a feasibility study into the introduction of a puffin-crossing scheme in Seabank Road, Liscard close to its junction with Manor Road (as shown on drawing number BENG/25/10).
- 1.2 The report recommends that the Panel notes the content of the study and that the pedestrian refuge scheme as previously agreed by Panel be implemented as advertised.

2.0 BACKGROUND

- 2.1 On 5 March 2010, a report was submitted to Highway and Traffic Representations Panel outlining objections received against the proposal to implement a pedestrian refuge scheme in Seabank Road, Liscard. The refuge was to be funded via 2009/10 Capital Programme Integrated Transport Block – Area Forum Allocation.
- 2.2 It was resolved by the Panel that the “pedestrian refuge” scheme, together with complementary bus stop and shelter relocations, be approved for implementation in Seabank Road, Liscard and that officers investigate the feasibility of a pedestrian controlled crossing at this location and report back to a future meeting of the Panel.

3.0 FEASIBILITY STUDY

- 3.1 Drawing number BENG/25/10 indicates the suggested layout of a puffin crossing scheme in Seabank Road. The proposal would involve the relocation of two bus stops and associated shelters. Due to site restrictions, the bus shelters/front of the bus bays would be situated directly opposite one another on either side of Seabank Road. This situation is not ideal and could lead to potential congestion problems when buses are present in both stops. It is estimated that the cost to implement these works would be approximately £87,000.
- 3.2 To assist bus movements, it would be necessary as part of the puffin crossing proposal to implement a “No Waiting at Any Time” Traffic Regulation Order between the suggested bus stop position and the zig-zag markings.
- 3.3 The puffin crossing has been assessed against a list of sites where similar requests have been received. An assessment of the weighted PV2 figures (‘P’ being the number of pedestrians and ‘V’ being the vehicle flow ‘squared’) has revealed that out of 29 such locations the puffin crossing would be ranked 28th lowest.

4.0 SUMMARY

- 4.1 The provision of a puffin crossing in Seabank Road is estimated to cost approximately £87,000. This cost to implement a pedestrian refuge scheme at the same location is estimated to cost approximately £21,100. An assessment of this location compared to other locations where similar requests have been received has revealed that out of 29 locations Seabank Road would be ranked 28th lowest.

4.2 There has been no funding identified within the 2010/11 LTP Capital Programme to fund the additional costs required to implement the installation of a puffin crossing.

5.0 FINANCIAL IMPLICATIONS

5.1 The provision of the pedestrian refuge, estimated to cost in the region of £9,100, will be financed from Area Forum allocation from the 2009/10 Integrated Transport Block.

5.2 The cost of relocating the 2 bus stops is approximately £12,000. The cost of these works is to be funded by Merseytravel.

5.3 The provision of a puffin crossing scheme would cost approximately £75,000 to implement. Additionally the cost of relocating the 2 bus stops would be approximately £12,000.

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 with Merseytravel maintaining the bus shelters.

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

7.1 The provision of a puffin crossing or pedestrian refuge in Seabank 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.

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 puffin crossing or 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 crossing facility 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

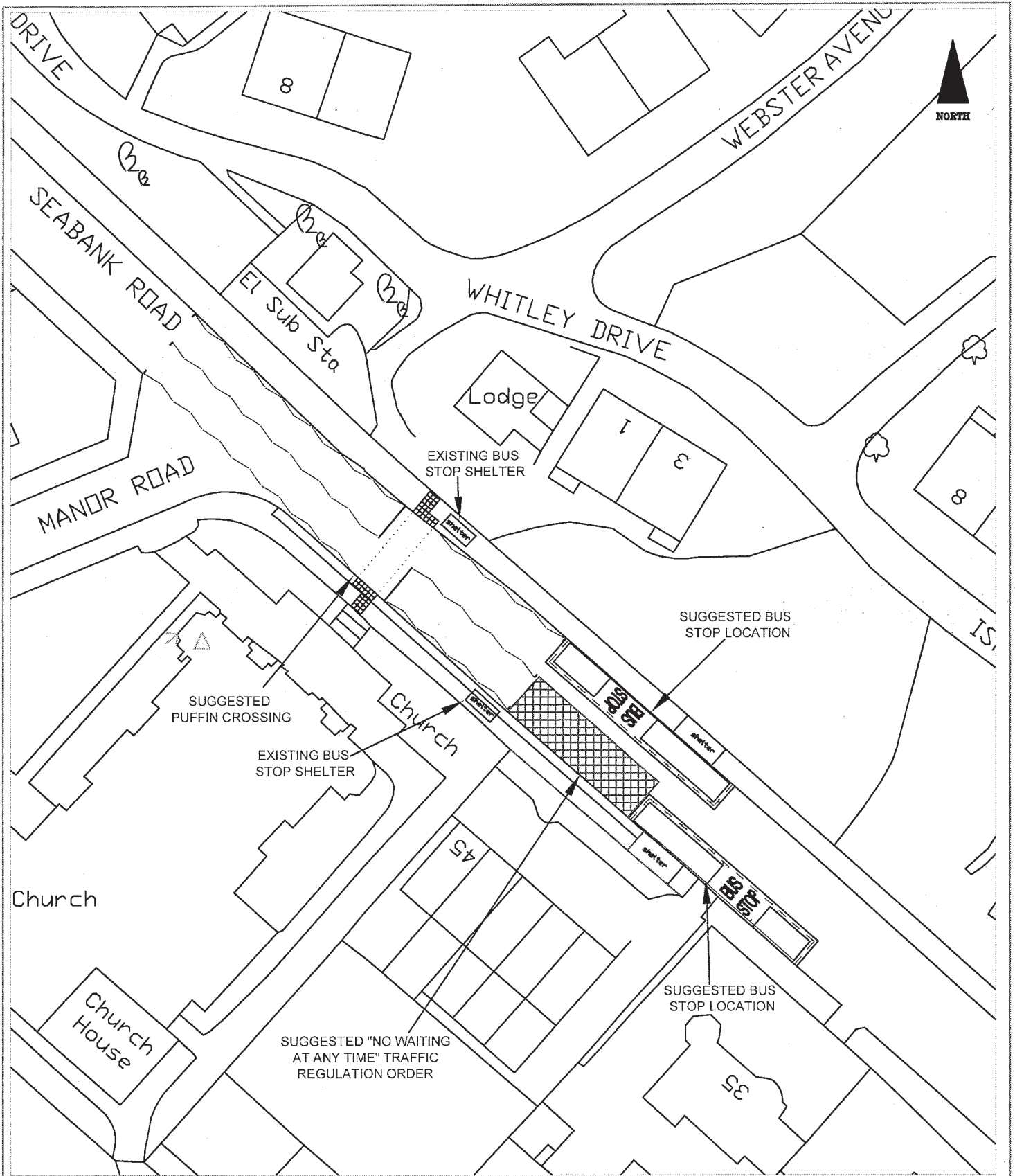
15.1 Letters and emails received from residents have been used in the preparation of this report.

16.0 RECOMMENDATIONS

16.1 Panel is requested to note the relative feasibility of a puffin crossing or a pedestrian refuge at this location as outlined in this report and endorse the previous recommendation approved by the Overview and Scrutiny Committee to proceed with the proposed pedestrian refuge scheme.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

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WIRRAL

Technical Services Department

David Green
Director

REQUEST FOR PUFFIN CROSSING
SEABANK ROAD / MANOR ROAD

LISCARD WARD

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Page 33

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