



## Highways and Traffic Representation Panel

<b>Date:</b>	<b>Monday, 7 March 2011</b>
<b>Time:</b>	<b>1.30 pm</b>
<b>Venue:</b>	<b>Committee Room 3 - Wallasey Town Hall</b>

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

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### AGENDA

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

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

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

**2. OBJECTION: PROPOSED WAITING RESTRICTIONS - PENSBY ROAD/PENRHYN AVENUE, THINGWALL (Pages 1 - 10)**

**3. PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES IN PARK ROAD, WALLASEY AND SURROUNDING AREA (Pages 11 - 16)**

**4. RESIDENTS' PARKING PERMITS - SILVERBURN AVENUE, MORETON (Pages 17 - 22)**

**5. OBJECTIONS SCHOOL KEEP CLEAR MARKINGS (Pages 23 - 40)**

**6. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

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## WIRRAL COUNCIL

### HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL

7<sup>TH</sup> MARCH 2011

<b>SUBJECT:</b>	<b><i>OBJECTION: PROPOSED WAITING RESTRICTIONS – PENSBY ROAD / PENRHYN AVENUE, THINGWALL</i></b>
<b>WARD/S AFFECTED:</b>	<b><i>PENSBY AND THINGWALL</i></b>
<b>REPORT OF:</b>	<b>THE DIRECTOR OF TECHNICAL SERVICES</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILLOR LESLEY RENNIE, STREETSCENE &amp; TRANSPORT SERVICES</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 575 signature petition submitted in February 2011 objecting to proposed waiting restrictions at the junction of Pensby Road and Penrhyn Avenue, Thingwall.
- 1.2 This proposal promotes the Council's Corporate Priorities in reducing the number of people killed or seriously injured.

#### 2.0 RECOMMENDATION/S

- 2.1 The report recommends that the Panel note the objection and that the proposed scheme of waiting restrictions as shown on the attached drawing TD0399b0 (Appendix A) be recommended to Overview & Scrutiny Committee for approval and implementation.

#### 3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 The waiting restrictions on Pensby Road and Penrhyn Avenue have been proposed to improve road safety, sight lines, visibility and accessibility.
- 3.2 The proposals have been developed in consultation with Merseyside Police and Emergency Services. The introduction of waiting restrictions will provide legislative backing for enforcement and provide a visual deterrent to the motorist.
- 3.3 The proposed waiting restrictions will deter obstructive parking where sightlines are reduced and also allow for the ease and safety of vehicular turning movements from one road into the other.

- 3.4 There has been one recorded personal injury accident 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.

#### **4.0 BACKGROUND AND KEY ISSUES**

- 4.1 Following concerns raised by local residents and local Ward Members, officers from my Traffic Management Division investigated whether this location would benefit from the introduction of waiting restrictions taking into account issues such as the need to prevent/reduce personal injury accidents. Following a review of accident casualty records in liaison with Merseyside Police it was recommended that this particular location should be put forward for consideration.
- 4.2 This proposal has also been examined as part of a borough wide review of Traffic Regulation Orders across Wirral's strategic road network.
- 4.3 Particular consideration has also been given to the Local Authorities Network Management Duties under Part 2, Section 16 of the Traffic Management Act 2004 which states that it is the duty of a local traffic authority to secure the expeditious movement of traffic on the authority's road network.
- 4.4 Following the formal statutory consultation period, a 575 signature petition was received on behalf of the businesses in Pensby Road objecting to the proposed scheme of waiting restrictions as detailed in Appendix B. The petition was submitted on behalf of a local Ward Member who has not registered an objection to this proposal but feels that officers should undertake a further review of the area to reconcile the views and needs of businesses and the residents of Penrhyn Avenue.
- 4.5 The petitioners feel this scheme would undermine the shopkeepers and reduce available parking for customers visiting the parade of shop frontages along Pensby Road near the junction of Penrhyn Avenue. They also feel that insufficient thought has been given to the shopkeepers and their livelihoods in view of the restrictions already in place along Pensby Road.
- 4.6 Officers have made site visits and closely examined the situation and note that the proposals do allow for the retention of off-street parking along the unadopted section of the highway in front of the parade of shops and on-street parking along Pensby Road as detailed in Appendix C.
- 4.7 Members maybe aware that the nearby medical surgery opposite Penrhyn Avenue is due to close shortly (2011) and will be relocated to the new Warrens / Arrowe Park site at the junction of Arrowe Park Road and Thingwall Road which will also increase available on-street parking in the area. It is also important to note that the nearby Stanley School will be closing in 2012 and will be relocated to Pensby Primary School. This will include the removal of school keep clear markings along Thingwall Road.

- 4.8 Supporting correspondence / comments has been received from a local Ward Member and residents of Penrhyn Avenue.

## **5.0 RELEVANT RISKS**

- 5.1 There are no implications under this heading.

## **6.0 OTHER OPTIONS CONSIDERED**

- 6.1 None.

## **7.0 CONSULTATION**

- 7.1 Letters were delivered to frontages 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.

## **8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

- 8.1 There are no implications under this heading.

## **9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

- 9.1 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.
- 9.2 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 2011/12 Transportation Revenue Budget.

## **10.0 LEGAL IMPLICATIONS**

- 10.1 None applicable for the purposes of this report.

## **11.0 EQUALITIES IMPLICATIONS**

- 11.1 None applicable for the purposes of this report.

## **12.0 CARBON REDUCTION IMPLICATIONS**

- 12.1 There are no implications under this heading.

## **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

- 13.1 There are no implications under this heading.

**REPORT AUTHOR:** Carl Amos  
*Principal Assistant Engineer*  
*Technical Services, Traffic Management*

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## **APPENDICES**

*Appendix A – Plan TD0399BO - Proposed Waiting Restrictions – Pensby Rd/Penrhyn Ave, Pensby*

*Appendix B – Covering Letter for Petition objecting to proposed waiting restrictions – Pensby Road / Penrhyn Avenue, Thingwall*

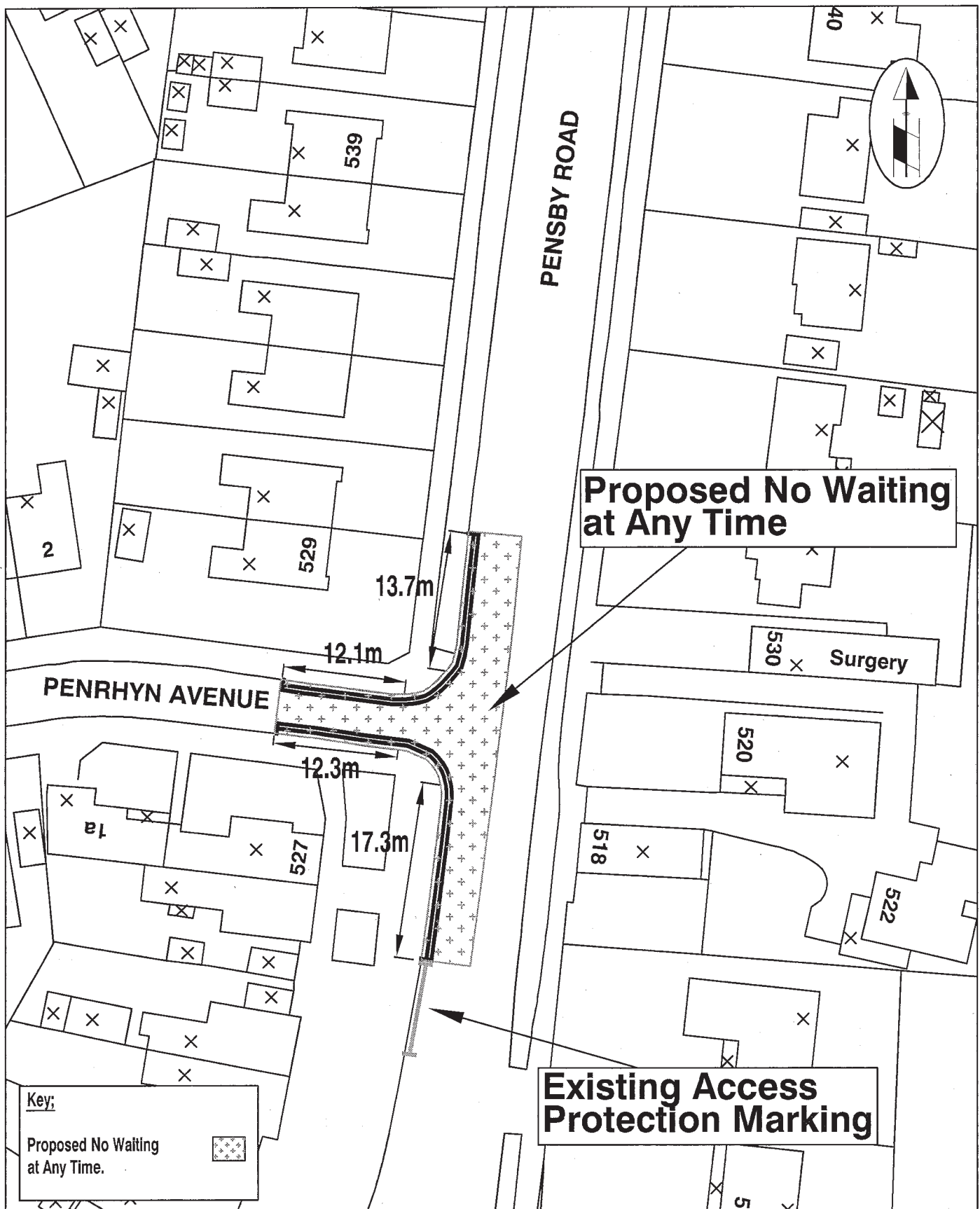
*Appendix C – Plan - Parking conditions – Pensby Rd/Penrhyn Ave, Pensby*

## **REFERENCE MATERIAL**

*None.*

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>



**WIRRAL**

**Pensby Road / Penrhyn Avenue**

**Pensby**

**Proposed Waiting Restrictions**

Technical Services Department

David Green Director

Cheshire Lines Building Canning Street  
 Birkenhead Wirral CH41 1ND 0151 606 2000

DATE **NOV '10**

DRG No.

SCALE **1:500**

DRAWN **SW**

CHECKED **CA**

AUTHORISED **JSS**

APPROVED **JSS**

**TD0399b0**

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# Cllr Don McCubbin

Serving the communities of Pensby, Barnston,  
Thingwall, and parts of Irby & Heswall

Reference	14 Parkway • Irby • Wirral • CH61 3XJ
3 FEB 2011	0151 648 9376 - 07860 853 747
Service	donmccubbin@wirral.gov.uk
Officer	N S.

2<sup>nd</sup> February 2011

Mr Bill Norman

Director of Law HR & Asset Management  
Town Hall  
Wallasey

Dear Bill,

## PROPOSED WAITING RESTRICTIONS - PENSBY ROAD / PENRYHN AVENUE, THINGWALL

I have been asked by owners of businesses in Pensby Road, Thingwall to hand this petition in to you as their objection to the proposals above ahead of the closing date of February 4<sup>th</sup>.

I am not personally objecting to the proposals but I feel more work does need to be done to reconcile the views and needs of the businesses and the residents of Penrhyn Avenue.

Could you please confirm safe receipt of their objection

Regards

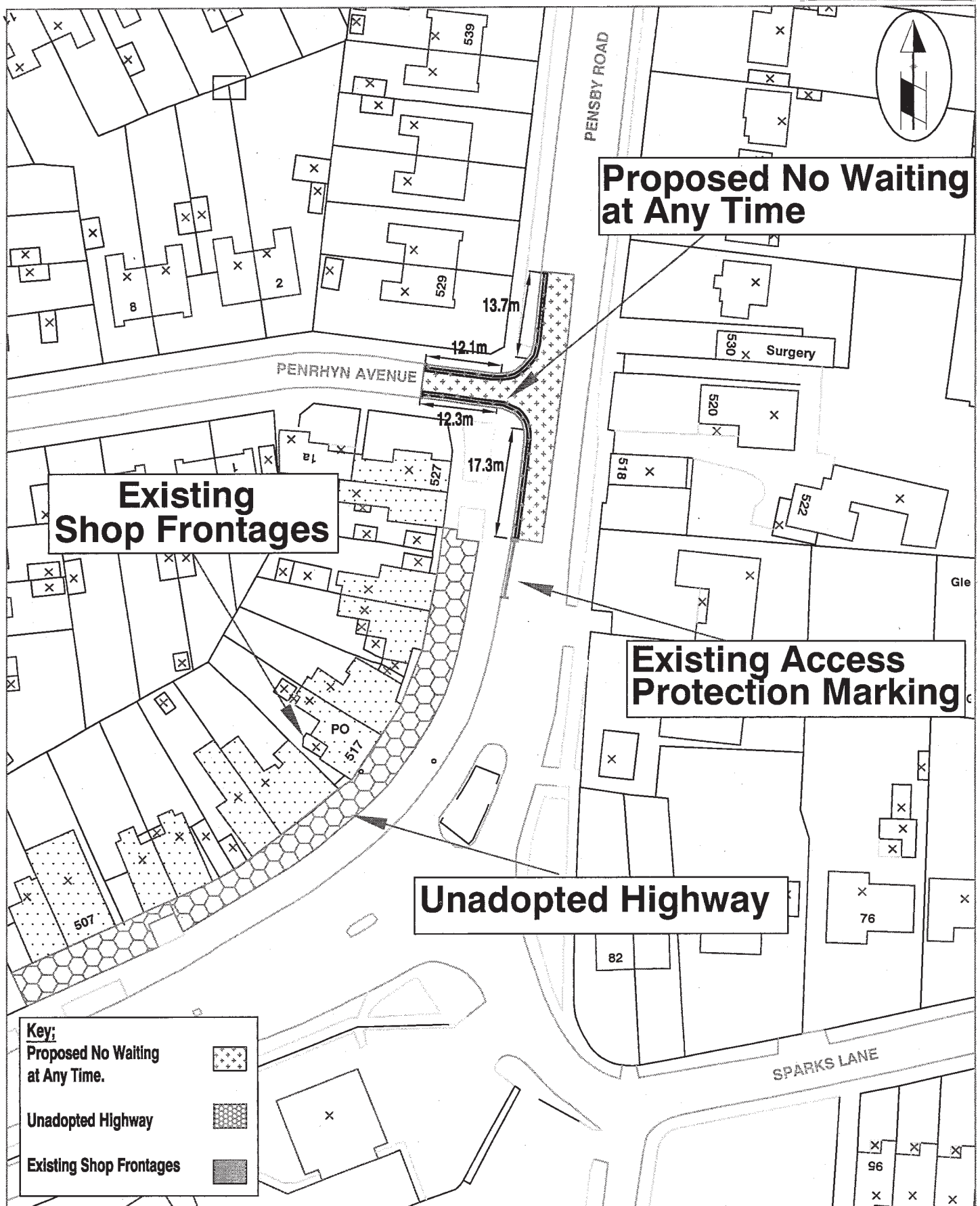
*Don McCubbin*

\* 16 Feb

575

*Siemone*

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**WIRRAL**

**Pensby Road / Penrhyn Avenue  
Pensby  
Parking Conditions**

Technical Services Department

David Green Director

Cheshire Lines Building Canning Street  
Birkenhead Wirral CH41 1ND 0151 606 2000

DATE **FEB 11**

DRG No.

SCALE **N.T.S**

DRAWN **SW**

CHECKED **CA**

AUTHORISED

**JSS**

APPROVED

**JSS**

**Appendix C**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

7<sup>TH</sup> MARCH 2011

<b>SUBJECT:</b>	<b>PETITION: REQUEST FOR FURTHER ROAD SAFETY MEASURES TO SLOW TRAFFIC SPEED IN PARK ROAD, WALLASEY AND THE SURROUNDING AREA</b>
<b>WARD/S AFFECTED:</b>	<b>SEACOMBE WARD</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF TECHNICAL SERVICES</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>STREETSCENE AND TRANSPORT SERVICES COUNCILLOR LESLEY RENNIE</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

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

#### 2.0 RECOMMENDATION/S

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

### **3.0 REASON/S FOR RECOMMENDATION/S**

- 3.1 An analysis by my Accident Investigation Unit revealed that there had been one recorded personal injury accident in Park Road during the latest three year study period. This involved an unsupervised 7 year old child being struck by a vehicle, travelling between 15 and 20 mph, whilst playing on the road. There is no evidence to suggest that inappropriate speed was a factor in this accident. In the surrounding area there has been 3 accidents, none of which related to inappropriate speeding. One accident involved an unsupervised 5 year old child being struck by a vehicle travelling at slow speed, whilst playing on the carriageway. Of the remaining two accidents, one occurred on the footway and the other was a two vehicle parking issue.
- 3.2 Traffic speed surveys were undertaken at four locations within the area in November 2009 following receipt of this petition. These revealed relatively low speeds in general with an average speed of 21 mph.
- 3.3 The lead petitioner has been advised of the findings of the survey and was invited to withdraw the petition. She declined to do so and therefore, in accordance with Standing Order 34 of the Council's Constitution, it is necessary to report this matter to your Panel.

### **4.0 BACKGROUND AND KEY ISSUES**

- 4.1 A 521 signature petition from residents in Park Road and the surrounding area was submitted in October 2009 by Councillor Knowles requesting further road safety measures to reduce the speed of traffic "due to recent accidents".
- 4.2 In 2001, following a detailed investigation into the then comparatively poor casualty record, a local safety scheme was introduced in Park Road and wider surrounding area.
- 4.3 The scheme, shown on drawing number TS0100b0 included a 20 mph zone and a series of road humps. These were designed in accordance with national Department for Transport guidance to ensure the scheme's 20 mph speed limit was self-enforcing.
- 4.4 An officer from my Traffic Management Division has contacted the lead petitioner to discuss their concerns in more detail and inform them of the safety works already undertaken in this area.
- 4.5 Despite the presence of the existing measures, the petitioner feels that additional measures could be taken to improve road safety.
- 4.6 I can confirm that my Road Safety team actively engage with local schools, including Somerville Primary School, which is sited immediately within this area.

4.7 Programmes of road safety education are regularly undertaken including interactive child pedestrian training and assessments with feedback to parents.

4.8 I consider that no additional traffic management measures are warranted at this present time, however, my Road Safety officers will continue to offer education to children and parents about the highway environment.

## **5.0 RELEVANT RISKS**

5.1 None identified

## **6.0 OTHER OPTIONS CONSIDERED**

6.1 Road Safety Officers continue to provide programmes of Road Safety Education to local schools and children and parents within the area.

## **7.0 CONSULTATION**

7.1 Consultation between the lead petitioner and an engineer from the Accident Investigation Unit was undertaken to discuss the concerns raised.

## **8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

8.1 There are no specific implications under this heading arising from this report.

## **9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

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

## **10.0 LEGAL IMPLICATIONS**

10.1 There are no implications under this heading.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 The existing traffic calming scheme in the area meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

## **12.0 CARBON REDUCTION IMPLICATIONS**

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

### **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

**REPORT AUTHOR:** David Male  
Team Leader  
telephone: 0151 606 2137  
email: davidmale@wirral.gov.uk

### **REFERENCE MATERIAL**

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

### **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>



Key: ---



Proposed Round Top  
Tapered Road Hump  
(80mm in Height)



Existing Round Top  
Tapered Road Hump



Proposed Entry Treatment  
in Red Coloured Surfacing



Proposed 20mph Sign  
(16 Gateways - 32 signs)

No Amendment

Date



Metropolitan  
Borough of Wirral  
Engineers Department

Andrew Rhodes B.Sc C.Eng MICE MCIMEM Borough Engineer  
Town Hall Bebington Wirral CH63 7PT 0151 643 9000

Local Safety Scheme 2000/2001

Hampstead Road & Parkside Road Area

SEACOMBE

Proposed Traffic Calming Scheme

Drawn J.G.

Date Sept'00

Scale ~

Traced A/CAD

Drg No

Checked

Approved

TS0100b0



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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

7 MARCH 2011

<b>SUBJECT:</b>	<b>SILVERBURN AVENUE, MORETON RESIDENT PARKING PERMITS</b>
<b>WARD/S AFFECTED:</b>	<b>LEASOWE &amp; MORETON EAST</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF TECHNICAL SERVICES</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILLOR LESLEY RENNIE</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report advises Panel of the outcome of a recent consultation exercise carried out with residents of Silverburn Avenue, Moreton to ascertain the level of support for restricting the number of resident parking permits that may be issued to addresses within the street.
- 1.2 The report seeks Panels' instruction as to how to proceed with the matter in the light of the consultation and other considerations mentioned below.

#### 2.0 RECOMMENDATION/S

- 2.1 That Panel note the content of the report and come to a view on the following options (a) or (b):

Panel notes the result of the recent consultation with residents of Silverburn Avenue, Moreton on a proposal to limit the number of permits issued to each address within the scheme to one resident and one visitor permit only and;

- a) Instructs officers to take no further action in regards to this proposal, or
- b) In the light of the particular circumstances, recommends to Cabinet a variance in established policy, such that an amendment to the Traffic Regulation Order is advertised to limit the number of permits as noted and subject to no objections being received that the order is made as advertised.

#### 3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 The recommendation allows members to consider the outcome of consultations with residents in addition to officer's comments on the matter and to come to a conclusion on the most appropriate course of action.

#### **4.0 BACKGROUND AND KEY ISSUES**

- 4.1 At a meeting of your Panel on 17 September 2009 I reported on a petition objecting to a proposal to allow visitor permits to be issued to residential properties within Silverburn Avenue, Moreton.
- 4.2 At that meeting it was resolved that “Panel 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, subject to the issue of permits being restricted to one household and one visitor”.
- 4.3 This resolution was subsequently agreed at an Overview and Scrutiny Committee meeting on 21 September 2009.
- 4.4 In accordance with the resolution, visitor permits were introduced into the scheme in October 2009.
- 4.5 The Traffic Regulation Order (TRO) governing this scheme allows for multiple resident permits to be issued to each address within the scheme, subject to meeting relevant criteria. Panels’ decision to restrict resident permits to one per property (in addition to the single visitor permit) would require an amendment to that TRO and members will be aware that there is a consultation and legal process to go through in order to facilitate this.
- 4.6 Officers monitored the impact that the introduction of visitor permits had on the street and were in a position to consult with residents on the other aspect of the Panel resolution, namely that permits should be restricted to one resident and one visitor permit per property.
- 4.7 The consultation consisted of a letter-drop to each property within the scheme advising of the Panel’s decision, outlining the existing scheme and how the matter would be taken forward. A simple “tick-box” form was included for response, which included a section for residents to make additional comments. A pre-paid return envelope was also included.
- 4.8 23 forms were hand delivered and 14 were completed and returned, which represents almost 61%. All but two of the returns are in favour of the proposal to restrict the numbers of resident and visitor permits to one of each per property.
- 4.9 When proposing significant changes to resident parking schemes, officers generally take a view that at least 80% of residential properties within the scheme should be in favour of the change. This view is taken in order to minimise the potential number of objections from residents themselves to any subsequent formal advertisement of proposals.
- 4.10 In the case of this consultation, of the 23 forms that were delivered, 12 were returned in favour of the proposal, which represents 52% of the total consulted and falls significantly short of the 80% mentioned above.

- 4.11 Given that there does not appear to be overwhelming support for this proposal, officers consider that it would be appropriate for Panel to consider this matter further and instruct how they wish officer to proceed, particularly in the light of the risks mentioned in section 5 below.
- 4.12 Therefore Panel is requested to consider the two optional recommendations in Section 2.

## **5.0 RELEVANT RISKS**

- 5.1 The Silverburn Avenue scheme was introduced in 1984 and the subsequent schemes that have been introduced throughout the Borough have followed the same format in that multiple resident permits can be issued to addresses within the scheme, subject to meeting relevant criteria. It appears that only one or two properties within Silverburn Avenue are likely to be affected by this proposal, which may result in an accusation of unfair discrimination from this small number of residents if it were to go ahead.
- 5.2 Although there is no formal written Council Policy on the number of resident permits that are allowed at each address, existing schemes are geared to allow multiple permit issue and the associated forms and criteria for the issuing of resident permits in those schemes support this. Legal officers' advice is that this suggests there is an established Policy, which would therefore require Cabinet approval for a variation, hence the wording of recommendation option (b) in Section 2.

## **6.0 OTHER OPTIONS CONSIDERED**

- 6.1 The options for Panel consideration are identified in the report and recommendation.

## **7.0 CONSULTATION**

- 7.1 Consultation has been carried out with residents of Silverburn Avenue as identified in the report.

## **8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

- 8.1 There are no implications under this heading.

## **9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

- 9.1 There are no implications under this heading for option (a). The processing of a Traffic Regulation Order as identified under option (b) would cost approximately £1500, which could be met from within existing revenue budgets and staffing resources.

## **10.0 LEGAL IMPLICATIONS**

- 10.1 There are no implications under this heading for option (a). The legal implications for option (b) are identified in the report and include Cabinet approval for a variation from established policy in addition to the processing of a TRO.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 There are no implications under this heading. Blue (Disabled) Badge Holders (whether or not they are resident within the scheme) are exempted from the requirement to display a parking permit within the schemes and are not subject to a time limit on waiting within a bay as long as they correctly display a valid Blue Badge.

11.2 An Equality Impact Assessment (EIA) is not required in respect of this report.

## **12.0 CARBON REDUCTION IMPLICATIONS**

12.1 The issue of on-street parking and its possible control is part of a wider strategy to reduce reliance on the use of the motorcar.

## **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

13.1 There are no implications under this heading.

**REPORT AUTHOR:**    **Keith Rodgers**  
Principle Assistant Engineer  
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email: keithrodgers@wirral.gov.uk

## **APPENDICES**

Drawing reference B.ENG/2/11

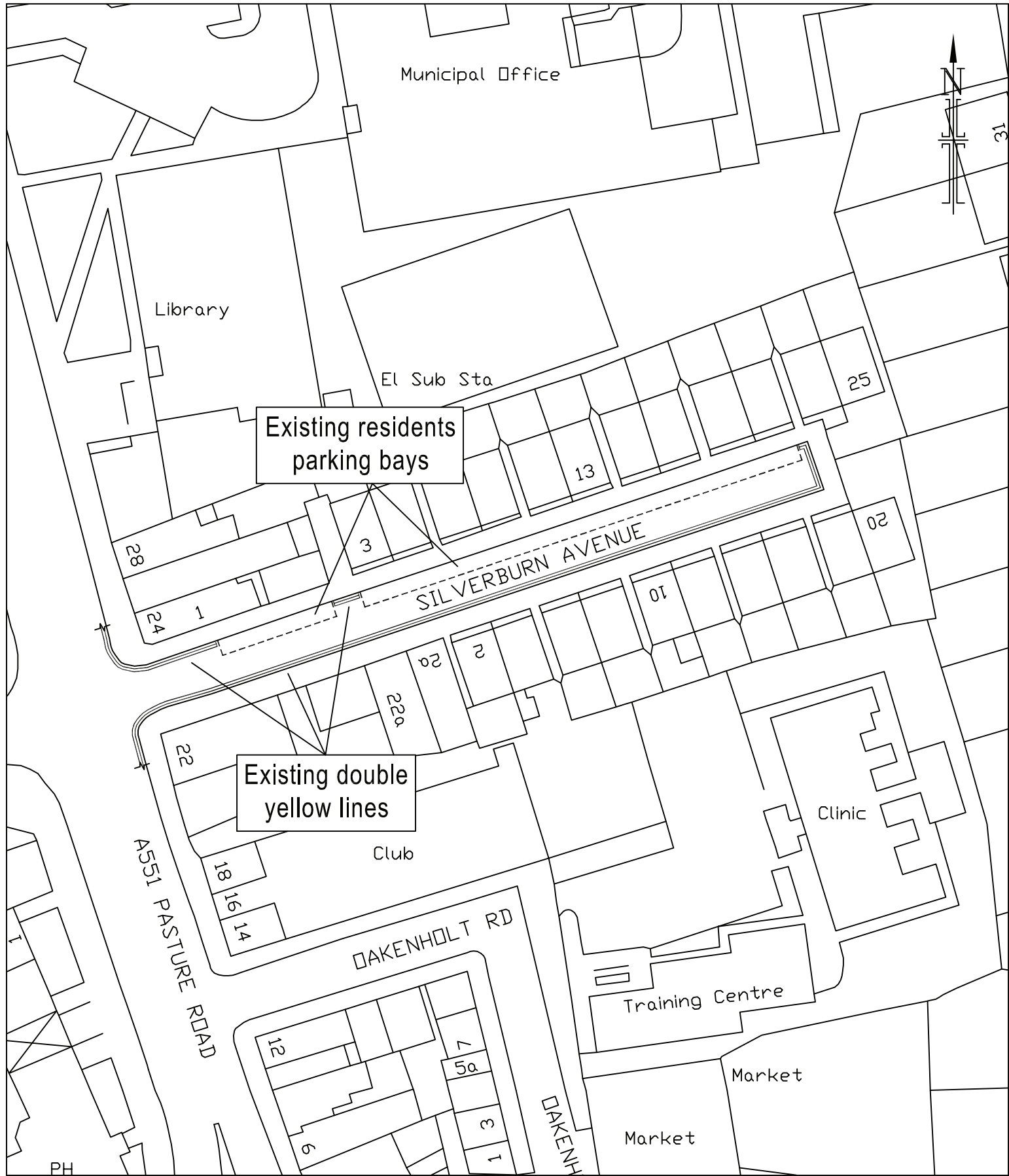
## **REFERENCE MATERIAL**

A Highways and Traffic Representation Panel meeting resolution dated 17 September 2009.

## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
<b>Highways and Traffic Representation Panel</b>	<b>17 September 2009</b>





**WIRRAL**

Technical Services Department

David Green  
Director

SILVERBURN AVENUE, MORETON  
RESIDENT PARKING PERMITS  
LEASOWE AND MORETON EAST WARD

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

7 MARCH 2011

<b>SUBJECT:</b>	<b>OBJECTIONS: SCHOOL KEEP CLEAR MARKINGS, VARIOUS LOCATIONS</b>
<b>WARD/S AFFECTED:</b>	<b>BEBINGTON, PRENTON, WALLASEY WARDS</b>
<b>REPORT OF:</b>	<b>THE DIRECTOR OF TECHNICAL SERVICES</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>STREETSCENE AND TRANSPORT SERVICES COUNCILLOR LESLEY RENNIE</b>
<b>KEY DECISION</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections to the provision of waiting restrictions at 3 locations following an audit of School Keep Clear and associated Traffic Regulation Orders around the vicinity of Wirral schools.

#### 2.0 RECOMMENDATIONS

- 2.1 The report recommends that the Panel note the objections however in the interests of road safety that in respect of:
- 2.1.1 Holmway, Bebington – a revised time of operation, Monday to Friday 8:00 - 9:30 am and 3:00 – 4:30 pm is introduced.
  - 2.1.2 Bramwell Avenue and Edinburgh Drive, Prenton – Members views are sought on which one of three options should be progressed, as identified in paragraph 4.23.
  - 2.1.3 St Georges Road, Wallasey – that the proposals for No Waiting at Any Time are introduced as advertised.
- 2.2 The report further requests that the decisions of your Panel are recommended to the Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

### **3.0 BACKGROUND**

- 3.1 An audit of School Keep Clear and associated Traffic Regulation Orders in the vicinity of all schools has been undertaken during 2010/2011 across a number of Phases. The review aimed to improve road safety, ensure compliance with Department for Transport (DfT) regulations and resolve a number of anomalies where schools have altered pedestrian entrances.
- 3.2 Guidance from the Department for Transport (DfT) on the introduction of School Keep Clear markings indicate their intended use is to protect pedestrians, so that they have clear visibility of traffic, and vice versa. They also identify a safe area around a school.
- 3.3 I have consulted with all schools to find out which pedestrian entrances are currently in use and given them the opportunity to highlight any particular concerns they have relating to parking issues, school related traffic and road safety around the school.
- 3.4 Following concerns raised by schools, together with site observations by my Road Safety Team, I have advertised additional waiting restrictions at a number of sites to regularise parking, in the interests of road safety.
- 3.5 Phase 1, which reviewed over 114 of the 137 schools within Wirral during 2010 has made good progress with the approved advertised measures being implemented on site.
- 3.6 This report considers objections at 2 locations, within Phase 2 of the audit together with an update from a scheme within Phase 1.

### **4.0 OBJECTIONS AND RESPONSES**

#### **4.1 BRACKENWOOD INFANT SCHOOL, HOLMWAY, BEBINGTON**

- 4.2 Members may recall that during the original advertisement period of Phase 1, in September 2010, objections were received to the Monday to Friday, 8 am – 5 pm Waiting Restriction, from residents at properties 3, 5 and 7. These objections were supported by two Ward Members. One of the objectors suggested that the situation could be resolved by the introduction of a 'No Motor Vehicles – Except For Access' restriction and associated signs.
- 4.3 In addition to the objections, I have also received a letter of support from one resident who felt the proposals (shown in B.Eng/21/10D1) would assist them in manoeuvring to and from their property. This resident also requested that the proposed restrictions be extended to 'No Waiting at Any Time'.
- 4.4 Brackenwood Infant School has reported safety concerns relating to parked vehicles within the turning head restricting both the visibility of, and for pedestrians. The school support the introduction of the original advertised waiting restrictions shown in plan B.Eng/21/10D1.

- 4.5 Following its meeting of 8 November 2010, your Panel resolved that the advertised scheme, for the provision of waiting restrictions as shown in B.Eng/21/10D1, be deferred for further consideration of an alternative 'Access Only' scheme.
- 4.6 I have sought advice from Merseyside Police, who have confirmed that the introduction of 'Access Only' signage and legislation is unsuitable and effectively unenforceable at this location on the basis that 'Access Only' can not be easily defined. Parents / carers, staff or visitors could legitimately seek access the school and then park within Holmway, bringing the sign and legislation into disrepute. Furthermore, my officers are concerned that the safety of those wishing to access / egress from the pedestrian footpath will not be addressed through this proposal.
- 4.7 Merseyside Police do not support the introduction of a 'No Motor Vehicles – Except For Access' restriction, but consider the introduction of Monday – Friday, 8:00 am – 9:30 am and 3:00 pm – 4:30 pm waiting restrictions to be a more practical solution.
- 4.8 As a compromise to my original proposal, I now recommend that a single yellow line which prohibits parking within the turning head, Monday to Friday 8:00 am to 9:30 am and 3:00 pm to 4:30 pm is introduced.
- 4.9 PRENTON PRIMARY SCHOOL, BRAMWELL AVENUE AND EDINBURGH DRIVE, PRENTON
- 4.10 Residents at 75 Bramwell Avenue and 65 Edinburgh Drive have submitted two separate objections to the proposals as shown in the attached drawing, No. B.Eng/1/11/B
- 4.11 Residents from number 75 Bramwell Avenue are concerned that the removal of the existing School Keep Clear Markings will be detrimental to safety and will exacerbate the difficulty they face when attempting to enter / egress from their driveway. They feel that Bramwell Avenue is too narrow to allow parking on both sides of the road and this could cause a potential safety concern for children running / walking in-between parked vehicles.
- 4.12 They state that the School Keep Clear Markings are currently respected 24 hours a day, 7 days a week.
- 4.13 These objectors are concerned that the removal of the existing School Keep Clear Markings and introduction of a Monday to Friday, 8 am – 5 pm waiting restriction, for the length of the school side of Bramwell Avenue, will signal to motorists that it is acceptable to park on that side of Bramwell Avenue outside of these hours and are concerned that if they need to leave for medical appointments etc. they will be unable to, due to vehicles parking opposite their household.
- 4.14 These objectors are concerned that parking, outside of school hours, during school events such as Discos, Christmas Plays and Parents Evenings will occur

for extended periods of time on the school side, unless specifically prevented by the introduction of more stringent waiting restrictions.

- 4.15 The objectors request that we extend the hours of operation for the advertised restriction to No Waiting at Any Time.
- 4.16 Residents at 65 Edinburgh Drive have also objected to the planned proposals. They state that their property fronts onto both Bramwell Avenue and Edinburgh Drive. Whilst these objectors are not opposed to the introduction of parking restrictions per-se, they object on the grounds that the proposed No Waiting, Monday- Friday 8 am – 5pm waiting restrictions (junction of Bramwell Avenue / Edinburgh Drive) are excessive and will prevent visitors parking outside their property. They believe that parking problems result from school traffic and only between the hours of 8 am – 9 am and 3 pm – 4 pm.
- 4.17 Correspondence from two Ward Members, on behalf of undisclosed resident(s) and the Prenton Tenants and Residents Association, supports a reduction in the hours of restriction to cover the afternoon and morning drop off / pick up only (Monday to Friday 8:00 am – 9:30 am and 3:00 – 4:30 pm).
- 4.18 Prenton Primary School have an adopted School Travel Plan and actively raise road safety and sustainable transport issues with the school community through initiatives such as the Walking Bus and Junior Road Safety Officer Scheme which aim to safely reduce car use on the journey to and from school.
- 4.19 My Officers have carried out a number of site observations to assess the impact of the proposed markings in relation to safety and traffic management around the vicinity of the school.
- 4.20 The proposed Monday to Friday, 8 am – 5pm parking restriction, as advertised, will prevent motorists from parking on the north side of Bramwell Avenue, during the whole school day preventing vehicles parking outside the school and causing an obstruction.
- 4.21 In response to concerns from the residents at property number 65 Edinburgh Drive that the proposals will impact on the ability for visitors to park near their property, I consider that although the Highway Code states that drivers should not park opposite or within 10 metres (32 feet) of a junction, although this is not always observed, particularly around schools. My proposals, which are part of a wider area approach manage congestion and parking in this area and will provide a more formal restriction of parking at this junction, improving visibility and safety. Site observations show that the extents of the advertised proposals still permit the parking of vehicles at the end of the proposed waiting restrictions on Edinburgh Drive outside and adjacent to their property which also has a facility for off-street parking.
- 4.22 My Officers noted that Bramwell Avenue is relatively narrow and should drivers leave cars parked opposite (or almost opposite) each other, the potential exists for the road to become obstructed. I consider that the proposed Monday to

Friday, 8 am – 5 pm will significantly reduce the likelihood of parked vehicles causing an obstruction.

4.23 Due to the differing viewpoints involved, Members' views are sought on the following options in order to progress this scheme:

- a. Increasing the effect of the restrictions to cover No Waiting at Any Time. This option would require re-advertising.
- b. Implementing the advertised Monday to Friday, 8 am – 5 pm restriction. This option would not require re-advertising.
- c. Relaxing the time of operation to Monday to Friday 8:00 am – 9:30 am and 3:00 – 4:30 pm. This option would not require re-advertising.

4.24 ST GEORGE'S PRIMARY SCHOOL, ST GEORGES ROAD, WALLASEY

4.25 A Resident from 30 Claremount Road has outlined his concerns on a number of parking and speed related issues around the vicinity of the school and has objected to the advertised proposals (shown in plan B.Eng/1/11/C) on the following grounds.

4.26 The objector feels that the current approach to the proposals deals with only one part of a much wider problem and that Officers have failed to consult properly with all concerned parties (car drivers, non car drivers, teachers and local residents).

4.27 The objector states that the proposals partially result from the difficulties faced by the School Crossing Patrol, relating to poor sight lines. He questions why the Crossing Patrol can not operate from the east side of St Georges Road.

4.28 The objector believes that the removal of parking spaces opposite the school will add to the dangers, harassed parents / carers experience when seeking parking spaces at the beginning and end of the day. The objector also feels that that the proposals are discriminatory and do not support parents or make provision for disabled drivers who wish to drive their children to school.

4.29 The Objector states that the proposals only treat parking problems and do not deal effectively with speed related road safety problems outside the school, or the careless parental supervision of children. The objectors also considers that the congestion in the area has been caused by poor planning approval (e.g. the extension of St Mary's Catholic College) by Wirral Council and a failure to monitor the situation by elected Members.

4.30 The objector requests that the proposals are delayed until a wide scale consultation meeting takes place to cover the following points:

- a. Introduction of a dropping off zone
- b. Staggering the end of the school day for different classes
- c. Better use of the CCTV car (or speed trap) to monitor speeding vehicles
- d. Introduction of traffic calming measures within St Georges Road
- e. Passing a By-Law to allow pavement parking as specific times of the day

- f. Planning future road maintenance schedules to include the narrowing of the pavements
- 4.31 In response to the objections I can confirm that I have followed the Council's procedures for public consultation over the introduction of waiting restrictions and have not received any other Objections to the advertised proposals within St Georges Road.
- 4.32 The build-outs of the footways were introduced a number of years ago to improve the visibility for pedestrians crossing St Georges Road outside the Primary School. At that time, white hatch type road markings were set out on the approach to the build-out opposite the school to warn approaching traffic of the extended kerbline.
- 4.33 It is not stated in the Highway Code that drivers 'must not' park within hatched areas, however, it is not recommended - unless it is safe to do so. I consider that vehicles parked within the hatched areas either side of the build-out (particularly large vehicles such as vans etc.) significantly obscure visibility for pedestrians, including children.
- 4.34 A school crossing patrol operates at key times from the build-outs. Although the patrol could operate only from the school side, this is done only rarely. It is considered safer and good practice to have the patrol operate from which ever side of the road has the majority of people wishing to cross (i.e. from opposite the school in the morning and directly outside the school in the afternoon), as they have a greater degree of control of the pedestrians waiting to cross. I consider the introduction of the proposed No Waiting At Any Time parking restriction will provide clear visibility to and from the build-out at all times.
- 4.35 It is recognised that congestion and limited availability of parking does occur in the vicinity of most schools throughout the Borough, however I consider that providing a safer environment near schools is a key priority. In this case, due to the proximity of an access to private off-street parking, the proposed waiting restrictions would prevent up to 3 vehicles from parking (on the hatched markings) opposite the school, and may result in displacement of these vehicles into the surrounding area. I consider that there is scope within the local area for people to park further away and walk, which would further improve road safety at this location. My Road Safety Officers continue to support schools in reducing the number of people driving to and from school.
- 4.36 St Georges Primary School has completed a School Travel Plan. In addition, the school has signed up to the Bike-It initiative, working with my Road Safety Team and Sustrans to promote sustainable travel (especially by bike) for the journey to and from school. Such schemes result in fewer vehicles travelling to and from the school, therefore reducing the pressure on parking spaces in the immediate vicinity of schools. As with all waiting restrictions, people entitled to a Blue Badge can (providing they do not create an unnecessary obstruction) park on waiting restrictions for up to 3 hours.

4.37 I recommend that the parking restrictions are introduced as advertised in plan number B.Eng/1/11/C.

## **5.0 RELEVANT RISKS**

5.1 No risks from implementing my proposals are identified.

## **6.0 OTHER OPTIONS CONSIDERED**

6.1 Site visits have been undertaken and relevant stakeholders consulted to develop/design the schemes detailed in the appendices.

## **7.0 CONSULTATION**

7.1 I have undertaken my normal procedure for advertising such proposals by erecting notices on site and advertising in local papers. Additionally i have written to residents affected by particular schemes to notify them of the proposals and invite comments.

## **8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

8.1 There are no specific implications under this heading arising from this report.

## **9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

9.1 The estimated cost for the provision of waiting restrictions, for the 3 locations identified within this report are detailed below:

<b>Location</b>	<b>Estimated Cost</b>
Holmway	£200
Prenton primary	£2100
St Georges Primary School	£800
Total	£3100

9.2 Maintenance costs will be contained within the Highways Maintenance Budget.

9.3 Existing staff resources will be utilised in the progression of these schemes.

## **10.0 LEGAL IMPLICATIONS**

10.1 As defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 There are no specific implications under this heading arising from this report.

## **12.0 CARBON REDUCTION IMPLICATIONS**

12.1 Measures which encourage safer walking and cycling to schools have a positive impact in reducing unnecessary car use and therefore assist in reducing the overall carbon footprint.

## **13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

13.1 The recent audit of School Keep Clear and associated Traffic Regulation Orders undertaken in the vicinity of schools aims to improve road safety, particularly for vulnerable road users such as children and adult pedestrians.

13.2 There are no specific planning implications arising from this report.

**REPORT AUTHOR:** Rhian Hughes  
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## **APPENDICES**

**Appendix 'A'** Holmway, Bebington. Existing Layout. B.Eng/51/10C1

Holmway, Bebington. Proposed Layout. B.Eng/51/10D1

**Appendix 'B'** Prenton Primary School, Prenton. Existing Layout. B.Eng/1/11/A

Prenton Primary School, Prenton. Proposed Layout. B.Eng/1/11/B

**Appendix 'C'** St Georges Primary School, Wallasey. Existing and Proposed Layout. B.Eng/1/11/D

## **REFERENCE MATERIAL**

Site notes, drawings and objection letters have been used in the preparation of this report

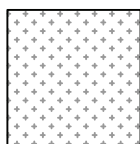
## **SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
Highways and Traffic Representations Panel	8 November 2010





## KEY



Existing School Keep  
Clear Markings



# WIRRAL

**Technical Services Department**

**David Green**  
**Director**

**School Zig Zag Markings**  
**Brackenwood Infants School, Holmway, Bebington**  
**Existing Layout**  
**(Bebington Ward)**

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Scale

1:1000

Date

March 2011

Plan Ref No.

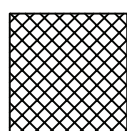
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# **KEY**



Proposed amended parking restrictions

No waiting Mon - Fri  
8:00-9:30am and 3:00-4:30pm

O - Objections

S - Letter of support



**WIRRAL**

**Technical Services Department**

**David Green  
Director**

**Proposed revised waiting restrictions  
Brackenwood Infants School, Holmway, Bebington  
Proposed Amended Layout  
(Bebington Ward)**

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**Scale**

**1:1000**

**Date**

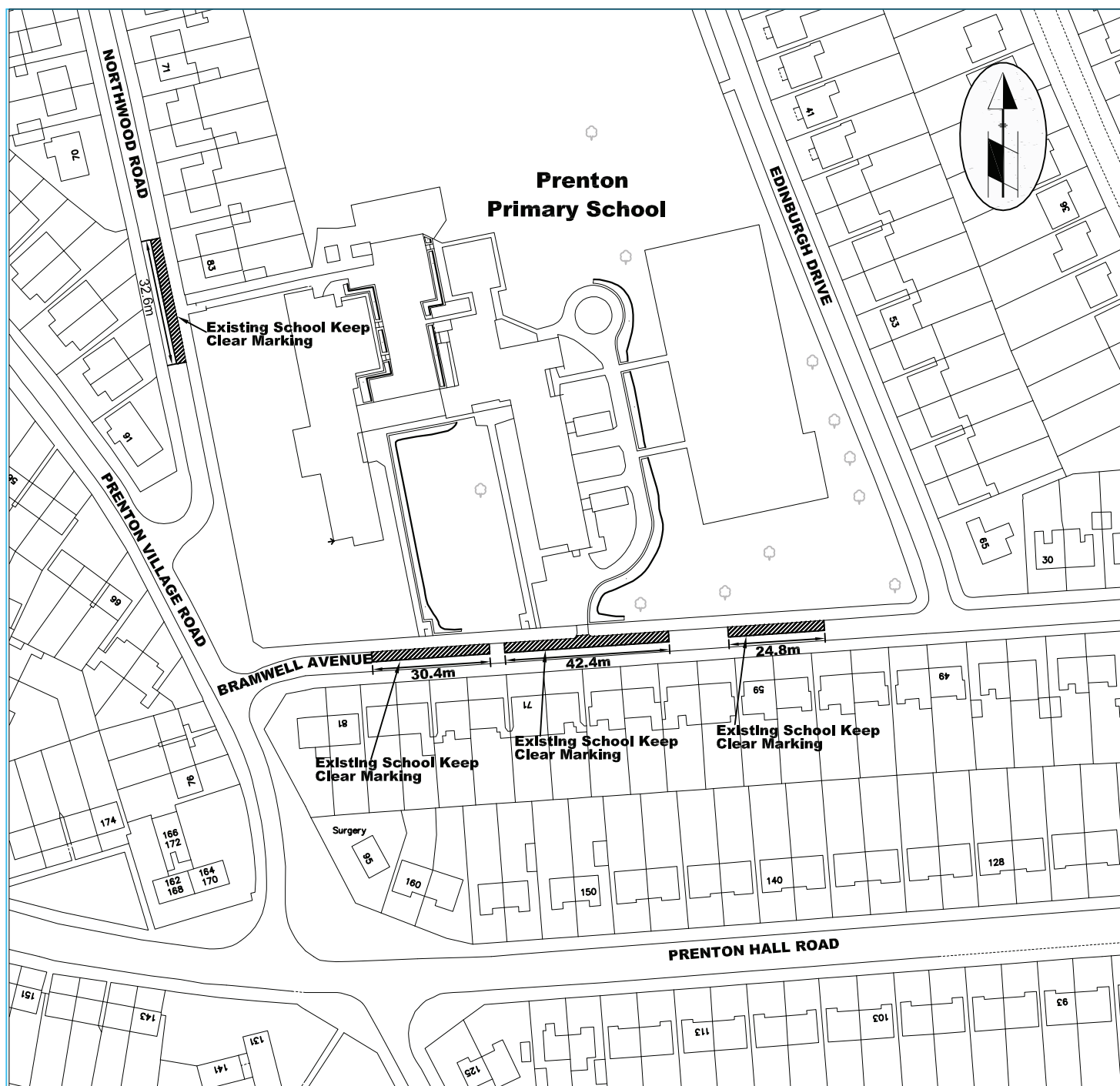
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**Plan Ref No.**

**B.Eng/51/10D1**

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**WIRRAL**

**Technical Services Department**

**David Green**  
**Director**

**School Keep Clear Audit**  
**Existing Layout**  
**Prenton Primary, Bramwell Avenue**  
**(Prenton Ward)**

**Scale**

**1:1500**

**Date**

**March 2021**

**Plan Ref No.**

**B.Eng/1/11/A**

**Page 35**

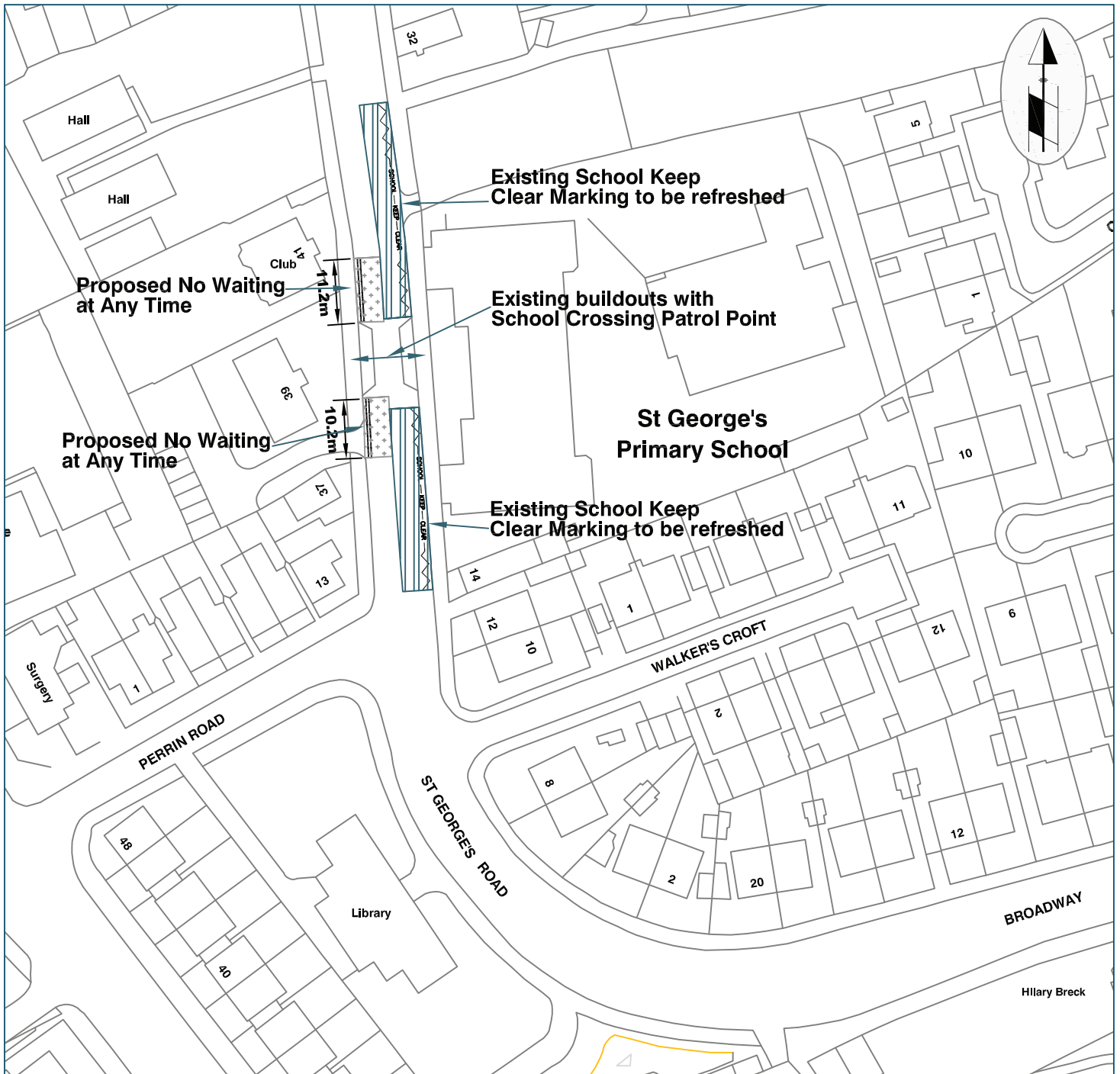
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#### KEY



Proposed no waiting at any time Traffic Regulation Order



Existing School Keep Clear markings to be refreshed



# WIRRAL

**Technical Services Department**

**David Green**  
Director

**Objection to Proposed Waiting Restrictions**  
**St Georges Road**  
**Wallasey**  
**(Wallasey Ward)**

Scale

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Date

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Plan Ref No.

**B.Eng/1/11/C**

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