



Highways and Traffic Representation Panel

Date:	Wednesday, 21 March 2012
Time:	1.30 pm
Venue:	Committee Room 2 - Wallasey Town Hall

Contact Officer: Anne Beauchamp
Tel: 0151 691 8608
e-mail: annebeauchamp@wirral.gov.uk
Website: <http://www.wirral.gov.uk>

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.

2. REVIEW OF EXPERIMENTAL TRAFFIC REGULATION ORDER FOR OLDFIELD DRIVE, HESWALL (Pages 1 - 14)

3. OBJECTION: LOCAL SAFETY SCHEME - TOWNFIELD LANE, OXTON (Pages 15 - 22)

4. PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN NASEBY CLOSE, UPTON (Pages 23 - 30)

5. OBJECTION - REVOCATION OF NO WAITING 8 AM - 6 PM, DIAL ROAD, TRANMERE (Pages 31 - 36)

This page is intentionally left blank

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

21ST MARCH 2012

SUBJECT:	REVIEW OF EXPERIMENTAL TRAFFIC REGULATION ORDER FOR OLDFIELD DRIVE, HESWALL
WARD/S AFFECTED:	HESWALL
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR DAVE MITCHELL, STREETSCENE AND TRANSPORT SERVICES
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 The purpose of this report is to request the Panel to review the Experimental Traffic Regulation Order (ETRO), introduced on Oldfield Drive, Heswall to reduce the amount of motor vehicles using this part-surfaced Byway.

2.0 RECOMMENDATION

2.1 The report recommends that the Panel note the contents of this report and recommends to the Sustainable Communities Overview & Scrutiny Committee that the existing Experimental Traffic Regulation Order (ETRO) is made permanent (Option A in Section 7).

3.0 REASON FOR RECOMMENDATION

3.1 This option aims to achieve a balance between encouraging too much traffic to use Oldfield Drive and restricting it to too few residential properties.

4.0 BACKGROUND AND KEY ISSUES

4.1 The section of Oldfield Drive referred to is between Telegraph Road and Oldfield Road, Heswall – see location plan attached as **Appendix 1**. It is an unadopted road but with Council responsibility to maintain the surface to a reasonable standard as a Public Right Of Way to Byway Open to all Traffic (BOAT) status.

- 4.2 Byways are available for use by walkers, cyclists, horse riders and motor vehicles. However the balance of use should seek to be in favour of non-vehicular use.
- 4.3 Previously the road surface condition of this section of Oldfield Drive was very poor, being subject to numerous large potholes and flooding problems. Over the years, but primarily throughout 2008, a number of complaints were received from the residents of Oldfield Drive regarding the condition of the road surface.
- 4.4 Therefore in the summer of 2008 the surface was scraped away, re applied and compacted with a roller. However within two months the surface was as bad if not worse than it was before. Therefore it was decided to repeat the process but this time bitumen was used to bind the loose planings together in order to alleviate previous problems. This is not a road surface built to 'adopted' standards, and is not suitable for the provision of speed humps.
- 4.5 Whilst the resurfacing has made the road surface safer and more pleasant for all potential users, it has had the effect of encouraging more use by motor vehicles. This is an unfortunate side effect of a reasonable remedy to the previous problems.
- 4.6 Following the resurfacing of the carriageway, a number of complaints were received suggesting that the increased vehicular traffic was discouraging the use of the byway by other users such as walkers, cyclists and horse riders.
- 4.7 In an effort to redress that claim an ETRO was introduced on the 1st December 2010 for Oldfield Drive, Heswall between Telegraph Road and Oldfield Road and incorporating no vehicle access along that length of road other than to gain access to the properties of Oldfield Drive, Greenfield Lane, The Akbar, Heathside, Oldfield Farm Lane and Oldfield Road from the junction with Oldfield Drive up to and including The Ridge. A photograph of the signage in relation to the ETRO is shown in **Appendix 2**.
- 4.8 It was considered necessary to include access to these other roads because those residents have historically had use of Oldfield Drive for access to their properties and feedback we received in the form of phone calls during the summer of 2010 from the residents of those roads was that there would be strong objection from those residents should they not be included. The purpose of the ETRO was to prevent use of the relevant section of Oldfield Drive as a through access to Heswall Dales, Pipers Lane and beyond to Lower Heswall.
- 4.9 The decision to include those roads was considered to be the common sense approach to enable the ETRO to work and be effective. The Experimental Traffic Regulation Order came into force on the 1st December 2010.

5.0 CONSULTATION AND OUTCOMES OF THE TRAFFIC SURVEY

- 5.1 As part of the review process, a traffic survey was carried out in October 2011. Over a period of 7.5 hours throughout the day there was an average of 26 vehicles per hour, which is not an unreasonable amount for this semi - rural byway. It was found that 85 % of vehicles were travelling under 30mph.
- 5.2 All residents of the roads affected by the ETRO were informed by letter on the 22nd November and 1st December 2010 informing them of the details of the ETRO coming into force on the 1st December 2010. The proposal was also advertised on site and in the local press on 1st December 2010.
- 5.3 The six month consultation period ended at the end of May 2011, during which time 14 responses were received. Merseyside Police, Merseyside Fire and Rescue Service and North West Ambulance did not raise any objections.
- 5.4 On the 24th November 2011 as part of the ETRO review process, 104 letters were sent out to all residents of the roads affected and those that had replied earlier in the year.
- 5.5 The cut off date for the review responses was 14th December 2011, by which time 10 responses had been received, 7 of which were from residents who had previously objected and were re-iterating their position (two of those residents were from the same address) and 3 were new representations.
- 5.6 From the 24 responses from 17 separate respondents (see **Appendix 3**) received during both consultations, only one is in favour of keeping the ETRO. This resident is from Greenfield Lane. Another resident agrees with the ETRO becoming permanent only as long as the whole of Oldfield Drive receives surface improvements.
- 5.7 The other responses were all objections:
- One resident from Broomfield Close, immediately off the lower section of Oldfield Drive and out of the included area for access is objecting because they are not included.
 - One resident from The Akbar objects to the order because they feel there should be no restrictions.
 - All the responses from the residents (including an MP on behalf of one of the residents) of the affected section of Oldfield Drive between Telegraph Road and Oldfield Road are against the Order.

Although the comments and suggested remedies are wide and varied the over-riding message was that the ETRO is ineffective because it allows too much traffic to properties beyond the section of road within the

Order, and that the speed of that traffic is too high. The local Society that responded re-iterates the concerns of the residents.

5.8 Regarding the suggestion that there is too much traffic using Oldfield Drive, the ETRO if made permanent and enforced by the Police should help remedy the situation. Restricting the Order to allow access only to residents of Oldfield Drive would invite objection from residents from the roads currently entitled to use Oldfield Drive for access in the Order.

5.9 Regarding the speed of the vehicles, solutions from residents include:

a) Speed humps: As mentioned in 4.4 above, the option for speed humps has been considered but rejected on legal and technical grounds. The construction of the road is inadequate to withstand the pounding of the traffic either side of the speed hump. The noise of vehicles going over the humps is a problem these residents have not experienced.

b) Other suggestions from the residents for other traffic calming measures such as gates, posts and width restriction are all possible but would conflict with previously registered views from these residents of over urbanisation of a byway. In addition these could have serious implications for access for emergency vehicles and may result in objections from the Emergency Services.

5.10 With regards to objections stating there are too many exceptions to the order i.e. that access to Oldfield Drive is permitted to those requiring access to other roads in the immediate vicinity. These issues are discussed within the background section and relate to the historical access rights of residents and the probability of objections to any Order which restricted those access rights.

5.11 In relation to objections that the ETRO if made permanent is not possible to enforce, a regular presence by enforcement officers could have a beneficial effect in enforcing the Order. Police Officers have visited Oldfield Drive in recent weeks to enforce the Experimental Order and stopped a number of vehicles.

5.12 Copies of all the responses have been made available to Members for their information and consideration as part of this review process. **These responses have been placed in a file in the Members Room.**

6.0 RELEVANT RISKS

6.1 If the ETRO is not confirmed the amount and type of motor vehicles will be totally uncontrolled causing a nuisance to residents, an imbalance to byway users to the detriment of walkers/cyclists/horse riders and increased deterioration of the road surface with an increase in maintenance costs.

7.0 OPTIONS

7.1 Potential options identified are as follows:

A) Confirmation of the Experimental Traffic Regulation Order as a Permanent Order:

The Experimental Traffic Regulation Order along Oldfield Drive has been implemented as a deterrent to the use of that road by through traffic in order to seek to keep the balance between use by vehicular traffic and other users. There have been some objections to the ETRO as set out in this report. The majority of those consulted have not made any response. It is believed that the Order, with enforcement, is a reasonable response to dealing with the issues.

B) Modifying the Experimental Traffic Regulation Order:

The modification proposed by some objectors is that the Order be limited to only allow access to residents of Oldfield Drive. Although this option would be easier to enforce, it is considered that it would attract considerable objection from local residents currently able to access Oldfield Drive between Telegraph Road and Oldfield Road. This would be a significant change to the advertised ETRO and would require further notification, legal advertising and consultation. Starting the process again with an amended Experimental Traffic Regulation Order to exclude access by residents of the other roads currently included may well be met by a large quantity of objections and pressure to remove such an Order completely.

C) Terminating the Current ETRO:

Terminating the ETRO without making a permanent Order or modification would permit all vehicles to have access through Oldfield Drive. This will have the effect of returning to an in-balance between vehicular and other users along this Byway. Terminating the ETRO, removing the signs and allowing the status quo to return, would definitely increase the amount of motorised vehicle traffic. This is not a preferred option because the road surface is not suitable for a significant volume of through traffic and would only exasperate the current feeling amongst some residents that there is too much traffic travelling at too high a speed along Oldfield Drive.

8.0 CONCLUSION

8.1 In reviewing the ETRO it is necessary to take into consideration the comments from those residents that have written in with their views. Only one resident that has responded over the last year is in favour of the current ETRO.

8.2 The other responses were all objecting to the ETRO. However the essence to most of the objections is based on the opinion of residents that the ETRO should be move stringent because too many properties

are included in the 'access only'. This not only allows too many vehicles at too high a speed to use the section of Oldfield Drive but also enforcement is difficult albeit not impossible.

- 8.3 Overall, Option A is considered to be a reasonable compromise between the respondents to the consultation requesting a more stringent Order (Option B) and removing the ETRO altogether (Option C).

9.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 9.1 No specific implications identified through this report.

10.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

- 10.1 Existing staff resources will be utilised depending on the option selected.
- 10.2 The financial implications will depend upon the decision taken by Members in respect of this report.
- 10.3 Future maintenance costs will be met from the Highway Management Revenue budget.

11.0 LEGAL IMPLICATIONS.

- 11.1 The current ETRO can only exist for a maximum of 18 months before it is made permanent, modified or terminated. The purpose of this review is to request that Members review the current position and determine which option to approve.

12.0 EQUALITIES IMPLICATIONS

- 12.1 None applicable for the purpose of this report.

13.0 CARBON REDUCTION IMPLICATIONS

- 13.1 None.

14.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 14.1 None.

REPORT AUTHOR: **Robin Tutchings.**
Rights Of Way Officer.
telephone: (0151) 606 2480.
email: robintutchings@wirral.gov.uk

APPENDICES

Appendix 1: Plan of the area.

Appendix 2: Photo of Oldfield Drive from Telegraph Road showing the ETRO road signs.

Appendix 3: Consultation responses

REFERENCE MATERIAL

Consultation responses have been placed in a file in the Members Room at Wallasey Town Hall.

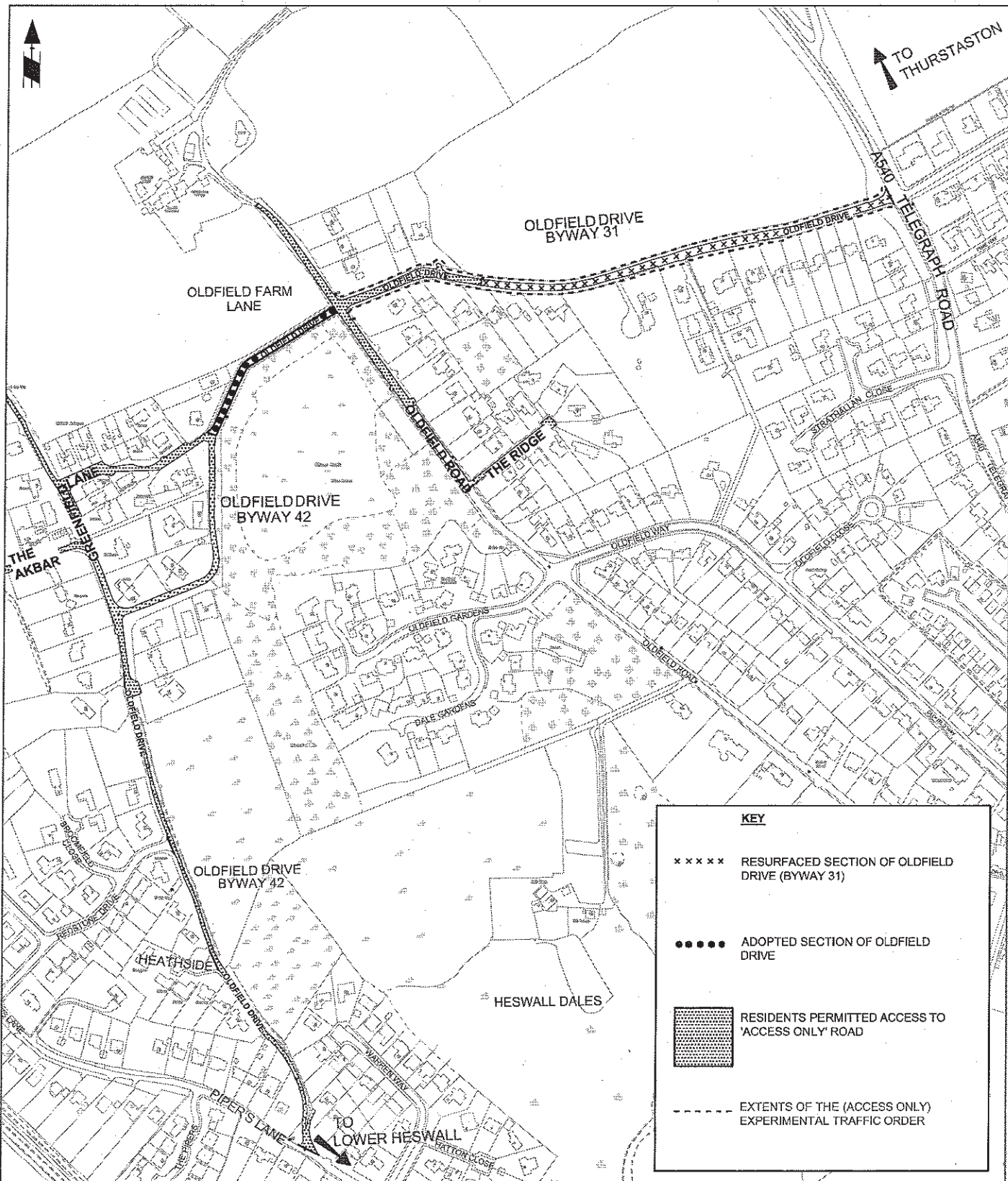
SUBJECT HISTORY :

COUNCIL MEETING	DATE
NONE.	

This page is intentionally left blank

APPENDIX 1.

OLDFIELD DRIVE LOCATION PLAN.



WIRRAL

Technical Services Department

David Green
Director

REVIEW OF ACCESS ONLY EXPERIMENTAL TRAFFIC ORDER
 OLDFIELD DRIVE,
 HESWALL
 HESWALL WARD

Scale

NTS

Date

JAN '12

Plan Ref No.

RT139

APPENDIX 2.

PHOTOGRAPH OF OLDFIELD DRIVE SIGNAGE RELATING TO THE ETRO.

30TH DECEMBER 2011



APPENDIX 3.

CONSULTATION RESPONSES.

14 Responses Received December 2010 – May 2011:

1 response from Broomfield Close
10 responses from Oldfield Drive
1 response from Irby Road
1 response from Greenfield Lane
1 response from The Heswall Society

10 Responses Received December 2011:

8 responses from Oldfield Drive
1 response from Greenfield Lane
1 response from The Akbar

The 7 that Responded to Both:

These 7 responses are from 6 addresses out of the 24 detached houses along the section of Oldfield Drive subject to the ETRO.

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

21 MARCH 2012

SUBJECT:	OBJECTION: LOCAL SAFETY SCHEME – TOWNFIELD LANE, OXTON
WARD/S AFFECTED:	OXTON WARD
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES COUNCILLOR DAVE MITCHELL
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers two objections to the proposal to introduce a No Waiting At Any Time (NWAAT) Traffic Regulation Order (TRO) on Townfield Lane, Oxtton as part of a Local Safety Scheme.
- 1.2 This proposal promotes the Council's Corporate Priorities in improving road safety.

2.0 RECOMMENDATION/S

- 2.1 The report recommends that the Panel note the objections, but that the proposed scheme consisting of a NWAAT TRO as shown on attached Drawing No. TS0395B0 be recommended to the Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 There have been four recorded personal injury accidents at this location during the three year study period. In addition, my Highway Management Division are aware of two further incidents where vehicles have collided with, and damaged the pedestrian refuge island. The proposals have been developed in consultation with Merseyside Police and Emergency Services. Merseyside Police support this proposal, as the introduction of waiting restrictions should improve road safety and lessen occurrences of obstructive parking.
- 3.2 The proposed waiting restrictions will deter obstructive parking and will facilitate the ease and safe turning movement of vehicles from one road into the other. The proposals will also aid pedestrian movements by improving visibility around the area of the pedestrian refuge.

4.0 BACKGROUND AND KEY ISSUES

- 4.1 On 17th March 2011 Cabinet considered and approved the Local Transport Capital Programme for 2011/12. This location was identified within the Road Safety Block element of the programme. The proposal includes, amongst other measures, a NWAAT TRO on Townfield Lane, Oxton, which would be funded from the Local Safety Scheme Programme.
- 4.2 During the three year study period there have been four recorded personal injury accidents on Townfield Lane. Two injury accidents involved vehicles heading north east that had entered the hatched carriageway marking, due to the presence of parked vehicles, and collided into the rear of vehicles waiting to turn right into Calveley Close from Townfield Lane. In addition to the four injury accidents there have been two other incidents which involved vehicles heading north east and colliding with the pedestrian refuge causing damage to it. The presence of parked vehicles close to the pedestrian refuge was a factor in both these incidents.
- 4.3 Following detailed design, as part of the consultation process, 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 informed.
- 4.4 During this consultation period two individual objections and a petition were received. The content of the petition was to call for a local meeting of the residents affected to discuss the proposals with Wirral Council Officers, as the petitioners were concerned that the advertised parking restrictions were too onerous.
- 4.5 A meeting was held with Council Officers, a Ward Member, the Lead Petitioner and other petitioners in December 2011. It was agreed that the advertised restrictions be reduced on Townfield Lane to accommodate some on-street parking but still providing an adequate length of waiting restrictions to implement a safety scheme designed to reduce the number and severity of road accidents. The Lead Petitioner and residents then agreed to withdraw the petition.
- 4.6 Two separate objectors, who had also signed the petition, have submitted separate individual objections. The points listed below summarise the two remaining objectors concerns together with my response to each comment:-
- 4.6.1 Residents should be able to park outside their own front door.**
- 4.6.2 This scheme has been developed in order to improve safety at this location. Vehicles parked close to the refuge island have contributed to both the accident record and also have obstructed the flow of traffic (especially for buses and large vehicles). Vehicles parked on Townfield Lane close to the junctions of Hargrave Avenue and Calveley Close also obstruct visibility for traffic emerging from these roads. Whilst it is recognised that this scheme will restrict some parking, following discussions with the petitioners' representative provision has been made to accommodate approximately 10 parking spaces on both sides of the road on Townfield Lane in the vicinity of these properties.
- 4.6.3 Parking is already limited due to the unnecessary pedestrian refuge in the road when there is a puffin crossing outside the school.**

- 4.6.4 Pedestrian surveys reveal that despite the nearby puffin crossing, this refuge island is still well utilised by pedestrians, in particular those using the adjacent bus stops. In addition, I consider that this refuge island also serves to moderate traffic speed on Townfield Lane for vehicles travelling in a south westerly direction. Indeed, this pedestrian refuge was introduced following requests from residents in the area as not only a refuge for pedestrians to cross but to also act as a traffic calming feature.
- 4.6.5 **Parking in Hargrave Close is already congested due to existing parked vehicles. Additional parking restrictions will make the matter worse and vehicles could block garage accesses.**
- 4.6.6 Following discussions with the petitioners' representative the proposal to reduce the extent of the advertised NWAAT parking restrictions will allow approximately 10 spaces of on street parking over both sides of Townfield Lane. The properties on Townfield Lane, between Hargrave Avenue and the bend have provision for off-street parking within their curtilage which can be accessed off Hargrave Close.
- 4.6.7 **It's safer to park your car outside the front of your house than in Hargrave Close.**
- 4.6.8 Not all properties on Wirral have the facility to park outside their property and have to park either further up/down their road or out of sight. The properties on Townfield Lane, between Hargrave Avenue and the bend have the provision for off street parking within their curtilage which can be accessed off Hargrave Close.
- 4.6.9 **In severe weather Hargrave Close is impossible to get in or out of. The road ices over and is always the last to de-ice. Everyone parks on Townfield Lane as it is safer.**
- 4.6.10 A request for grit bins to be located on both Hargrave Avenue and on Townfield Lane near to the bend have been received. Investigations to ascertain whether a grit bin can be located on Hargrave Avenue in close proximity to the bin on Townfield Lane are ongoing.
- 4.6.11 **Yellow lines will give those who do drive at speed more space to do so if there are no parked cars on either side of the road.**
- 4.6.12 The extent of the advertised NWAAT parking restrictions have been reduced following a meeting with the petitioner and will allow for approximately 10 spaces of on-street parking on both sides of Townfield Lane, thus creating a narrowing effect which can cause traffic to slow down on either approach. The scheme will also include the provision of a vehicle activated sign and carriageway markings which will have a calming effect on vehicular speeds on Townfield Lane.
- 4.6.13 **You are causing problems for families in the area due to the distance you are making people park from their homes.**
- 4.6.14 The proposed NWAAT parking restrictions have been reduced to the absolute minimum I consider necessary, following a meeting with the petitioner, which will provide available space for approximately 10 spaces of on-street parking on both sides of Townfield Lane for residents and visitors in the vicinity. The properties on Townfield Lane, between Hargrave Avenue and the bend have the provision for off-street parking within their curtilage which can be accessed off Hargrave Close.

5.0 RELEVANT RISKS

5.1 None identified.

6.0 OTHER OPTIONS CONSIDERED

6.1 The introduction of a lay-by was also considered. Such a scheme is expected to cost in the region of £25,000. However, following the excavation of three trial holes, it was revealed that there are telecommunications and fibre optic cables in the area of verge where the proposed lay-by would be introduced. From experience, the cost to divert these cables around the lay-by would be in the region of £50,000. Due to these significant costs I do not consider the introduction of a lay-by to be a cost-effective solution.

7.0 CONSULTATION

7.1 As part of the consultation exercise for this scheme, letters were delivered to eighty-three local residents informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel. Notices were also posted on site.

7.2 Following the submission of the petition, a meeting was held with Council Officers, a Ward Member, the lead petitioner and several residents to discuss the concerns raised. The points raised by the lead petitioner and residents were carefully considered and it was concluded by the Council Officers that the original advertised NWAAT TRO could be reduced to allow space for some on-street parking (approximately 10 spaces) on both sides of Townfield Lane for residents and visitors. The Lead Petitioner then agreed to withdraw the petition.

7.3 The points raised by the remaining two individual objectors were also considered and the amended scheme discussed with each of them. Despite the proposed modifications to the scheme the objectors still wish to object to the proposals.

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 budget allocation for this scheme is £30,000 and will be financed from the 2011/12 Local Transport Capital Programme.

9.2 Existing staff resources will be utilised in the progression of this scheme.

10.0 LEGAL IMPLICATIONS

10.1 There are no implications under this heading.

11.0 EQUALITIES IMPLICATIONS

11.1 Equality Impact Assessment (EIA)
(a) Is an EIA required? No

11.2 The proposed Local Safety Scheme 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.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 This scheme has been designed following an investigation into road accidents at this location.

13.2 The measures identified will improve public safety.

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

APPENDICES

Drawing No. TS0395B0 Indicating the proposed layout of NWAAT TRO.

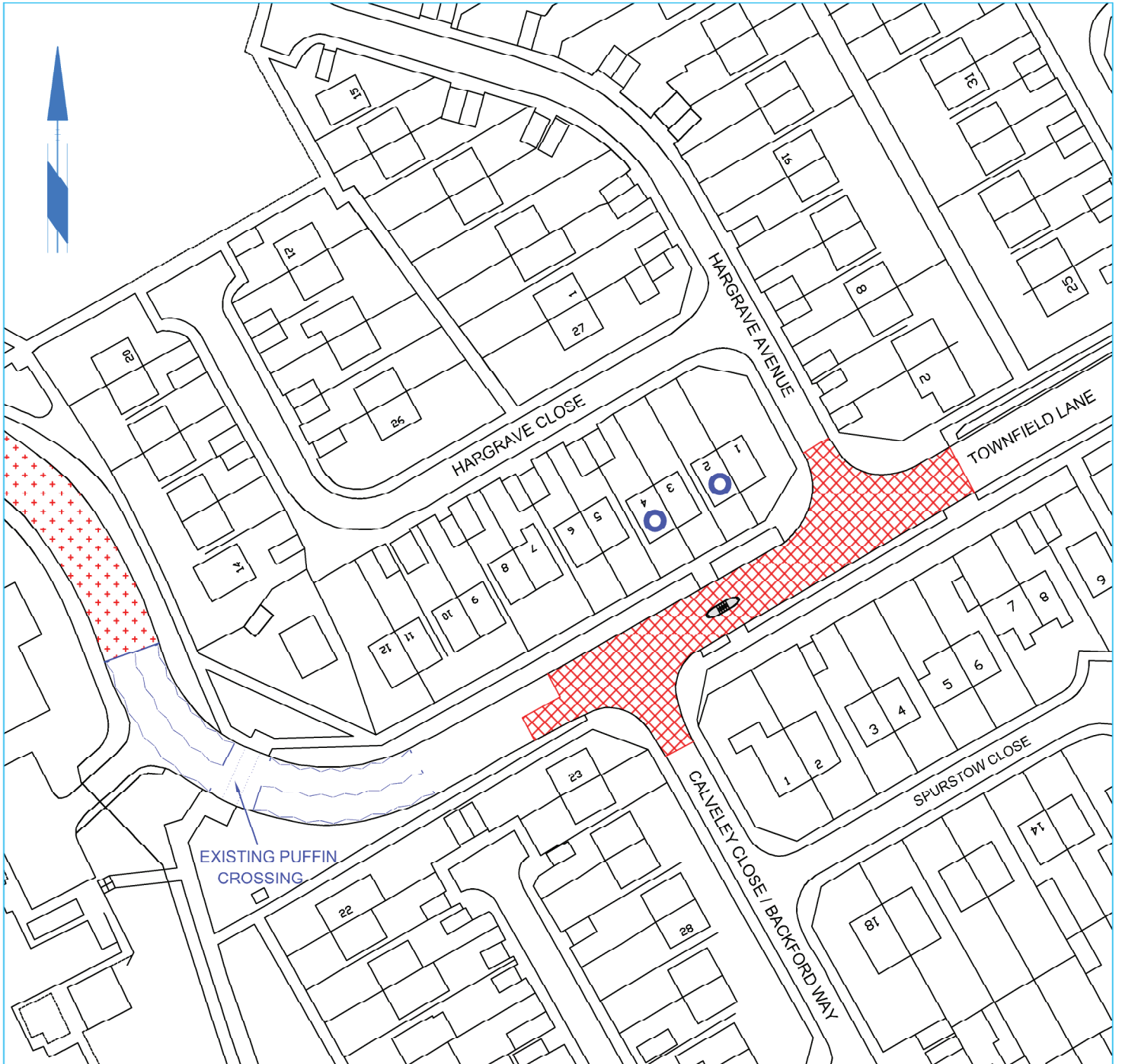
REFERENCE MATERIAL

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

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

This page is intentionally left blank



Key:-



Existing "No Waiting at Any Time" Traffic Regulation Order



Existing pedestrian refuge



Proposed "No Waiting at Any Time" Traffic Regulation Order



Objector



Technical Services Department

David Green
Director

TOWNFIELD LANE/HARGRAVE AVENUE/CALVELEY CLOSE
OXTON
OXTON WARD

100-1

This page is intentionally left blank

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL

21 MARCH 2012

SUBJECT:	PETITION: REQUEST FOR TRAFFIC CALMING MEASURES IN NASEBY CLOSE, UPTON
WARD/S AFFECTED:	CLAUGHTON
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES CLLR DAVE MITCHELL
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 34 signature petition submitted a Ward Member in August 2011 requesting traffic calming measures in Naseby Close, Upton.
- 1.2 The report concludes that, this road is already subject to a 20mph speed limit and that physical calming features would present significant implementation problems given the layout of driveways, footways and drainage. The report recommends that the Sustainable Communities Overview and Scrutiny Committee be informed that no further action should be taken in respect of this petition but that the situation will continue to be monitored.

2.0 RECOMMENDATION/S

- 2.1 This report recommends that the panel note the petitioners' request for traffic calming measures to slow the speed of traffic in Naseby Close and to recommend to the Sustainable Communities Overview and Scrutiny Committee no further action is taken in respect of the petition but that the situation will continue to be monitored.

3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 My investigations into the road safety records for Naseby Close show that it has an excellent personal injury accident record during the latest three year study period. I do not consider that the introduction of traffic calming measures will result in a significant reduction of vehicle speeds or lead to an improvement in the already good accident record, and that the introduction of traffic management measures are not warranted at this present time. My Road Safety Officers will, however, continue to offer education to children and parents about the highway environment, including visiting St Peter's Catholic Primary School.
- 3.2 Commensurate with this information, the following initiatives could be carried out within the area:
 - The joint "Community Speedwatch" initiative that the Council has with the Police, which aims to empower local communities to make drivers more aware

of inappropriate speed, could be introduced should the lead petitioner or other concerned neighbours wish to take this forward.

- To discourage non-residential traffic from using Naseby Close, a 'No Through Road' sign will be erected.

4.0 BACKGROUND AND KEY ISSUES

- 4.1 A petition containing 34 signatures was received by my department on 10th August 2011, calling for traffic calming measures to be introduced in Naseby Close, Prenton.
- 4.2 The petitioners have expressed concerns primarily over vehicular speed and the danger they feel this poses to children playing in the road. The petition also highlights the residents concerns over the width of the pedestrian walkways.
- 4.3 Naseby Close is a two way residential no through road which runs from St Peter's Way. The road incorporates a T-junction approximately 200 metres along the road which takes Naseby Close to both the east and west for a short distance of approximately 50 metres to the west where it is then blocked off by bollards; and approximately 50 metres to the east where it is also blocked off by bollards. Parking is permitted on both sides of its road. All properties fronting onto Naseby Close have off-road parking available in the form of private driveways. The properties which back onto Naseby Close have driveway parking available at the front of the properties, accessed via Netherfield Close. Along St Peter's Way, at either side of the junction onto Naseby Close, there is additional parking in the form of lay-bys.
- 4.4 There appears to be limited demand for on-street parking within the road due to a low number of parked vehicles on the road observed during visits.
- 4.5 St Peter's Catholic Primary School is based on St Peter's Way, opposite the junction of Naseby Close. No residential properties front onto St Peter's Way leaving parking available here largely only for the residents of Naseby Close.
- 4.6 St Peter's Way and Naseby Close are already part of a 20 mile per hour zone with speed humps and 20 miles per hour reminders painted on the highway along the length of St Peter's Way. Due to the relative short lengths of roads adjoining St Peter's Way and dropped vehicle crossings to residential properties, speed humps could not be provided within the original traffic calming scheme.
- 4.7 Officers from my Traffic Management Division have made several attempts to contact the Lead Petitioner to discuss the issues in more detail, however it has not been possible to contact the Lead Petitioner.
- 4.8 Two spot traffic speed surveys were undertaken in Naseby Close which revealed low average speeds of 17 miles per hour and 23.5 miles per hour and a light flow of vehicular traffic.

- 4.9 The petitioners expressed their concern that they felt it was unsafe for children to play within the road. However, I do not consider that this is a safe practice. Indeed, during the past six years there have been two tragic road deaths involving young children playing unsupervised in roads where traffic calming had already been introduced.
- 4.10 Further to their concerns over children playing in the road, the petitioners highlighted their opinion that the pedestrian footways are too narrow for pedestrian usage. Although the footway is narrow along the west side of Naseby Close, the side which the properties front onto, any attempts to widen it would result in the carriageway narrowing and necessitating the road becoming one way. In order for refuse lorries and other large vehicles to access the road if narrowed, parking to all other traffic would need to be prohibited through the introduction of double yellow lines which would be unlikely to find favour with local residents. Removal of bollards which currently block access to adjacent roads and the introduction of a one way system is likely to see an increase in vehicle speeds and the volume of traffic is also likely to be increased.
- 4.11 Surveys indicate it is impractical to introduce speed humps within Naseby Close due to the drainage along the road. Speed humps are unlikely to make any significant difference to the already slow average vehicle speeds.
- 4.12 During both speed surveys, parked vehicles were observed along both sides of Naseby Close. The observations of the Officer completing both speed surveys were that the majority of the traffic was created by residents. In fact the vehicle observed to be travelling at the highest speed during the surveys was a local resident. Although only one vehicle was observed during the hours of 08:00 and 10:00 on a school morning, parking on Naseby Close to take a child into St Peter's School, should school traffic become an issue, my officers can liaise with the school and advise them on ways that they can encourage parents to find alternative ways to transport their child to school.

5.0 RELEVANT RISKS

- 5.1 None Identified.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 None Identified.

7.0 CONSULTATION

- 7.1 As mentioned previously, Officers from my Traffic Management Division have made several attempts to contact the Lead Petitioner to discuss the issues in more detail, however it has not been possible to contact the Lead Petitioner.

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 specific implications under this heading arising from this report.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

11.1 Equality Impact Assessment (EIA)

(a) Is an EIA required? No

11.2 The proposed Local Safety Scheme 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.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

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

APPENDICES

Drawing No TL017860 indicates the existing layout of the 20 miles per hours zone.

REFERENCE MATERIAL

Survey documents and a petition have been used in the preparation of this report.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

(Author: Please see overleaf)

This page is intentionally left blank



Technical Services Department

David Green
Director

Petition; Request for Traffic Calming
Naseby Close
Upton
Cloughton Ward

This page is intentionally left blank

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

21ST MARCH 2012

SUBJECT:	OBJECTION – REVOCATION OF NO WAITING 8 AM - 6 PM, DIAL ROAD, TRANMERE
WARD/S AFFECTED:	BIRKENHEAD AND TRANMERE
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE & TRANSPORT SERVICES CLLR DAVE MITCHELL
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report considers an objection submitted against the proposal to revoke a length of daytime waiting restriction (No Waiting 8am - 6pm) in Dial Road, Tranmere.

2.0 BACKGROUND

2.1 Dial Road is a minor road of some 5.6m in width and 90m in length within a mixed commercial/residential area and linking the two distributor roads of Church Road and Greenway Road. The road currently has No Waiting at Any time restrictions on both sides for the majority of its length and a short length of daytime only waiting restrictions (No Waiting 8 am to 6 pm) on its north side. There are no residential properties with frontages onto Dial Road.

2.2 A request was received from the Carpet Warehouse situated in Dial Road requesting a relaxation in the daytime restrictions that are in place historically from when a haulage firm operated from Dial Road. The firm no longer exists and the requirement to manoeuvre large vehicles to and from the access in Dial Road is no longer needed.

2.3 Under the Council's scheme of delegation a proposal to remove a section of No Waiting 8 am to 6 pm was advertised on 7th December 2011.

2.4 During the public consultation period one objection was received from a resident of Church Road.

2.5 The objector was primarily concerned that residents of nos. 193 to 201 Church Road had previously been unable to progress a scheme for residents only parking as they had been unable to comply with the council's adopted criteria and the objector considers that removing the existing daytime restrictions will invite additional vehicles into the area over and above the additional spaces being made available. Consultations with the objector have been undertaken to discuss concerns raised, however the objection remains unresolved.

2.6 The content of the objection along with a detailed response are as follows:

‘When exiting Dial Road either to join Church Road or Greenway Road more often than not vision is obscured by parked vehicles. It is a surprise to me that there have not been more road traffic incidents on these road junctions. It would make more sense if this narrow road was made a one-way road system and the parallel road (Tower Hill) being one-way due to cars parking on both sides.’

The proposal does not include any alteration to the existing junction protection and the additional parking spaces will not affect visibility in any way. The existing restrictions were in place historically to protect the operation of a haulage firm that operated large vehicles from Dial Road. The company is no longer in existence.

The short length of on-street parking will create a temporary traffic calming effect within the road without creating a major disruption to traffic flow that would require the introduction of one-way traffic. One way traffic can also lead to increased vehicle speeds.

‘We cannot park 90% of the time between the hours of 7am -1am with the shops, Gladstone Liberal Club, taxi rank, pub etc taking up spaces outside our houses seven days a week. It would make more sense to remove the one hour waiting outside the shops making them free from restriction and put in place restrictions outside our properties.’

Church Road and dial Road are in a mixed commercial and residential area. One hour limited waiting has been provided fronting the shops to create a regular turnover of parking to ensure their continued viability. The additional parking spaces created within Dial Road would be available for use by shoppers, shop owners and residents alike and will relieve the pressure for spaces during the daytime in front of the residential properties.

‘Another concern with regard to Dial Road is that the entrance for the Gladstone Liberal Bowling is on Dial Road and visitors leave cars by the entrance. If cars are parked elsewhere then the nuisance noise of people leaving and slamming of car doors at all hours will be transferred closer to properties within the area.’

The proposal is to remove the existing daytime waiting restriction that currently operates between 8am and 6pm. Vehicles can already park on this length of Dial Road during the evening, therefore the proposal will not change any parking conditions during the evening.

‘Wirral Council Licensing and Traffic Management need to address the whole area rather than one road and come up with a solution to all the licences that are being granted for businesses within the area in addition to parking and the flow of traffic, considering the above factors.’

The proposal is intended to provide some additional parking spaces for local businesses and residents. It is unlikely that the proposal will have any significant traffic implications within the wider area.

The existing parade of shops on Church Road have planning approval for retail use. Planning approval remains in place when businesses change hands provided they remain as retail use.

‘The objector indicated at a meeting with officers that he felt that if the proposal was for the benefit of the shops then the proposal should also be for 1 hour limited parking as is in place in Church Road.’

This has been considered, however there is sufficient limited waiting fronting the shops in Church Road to promote a turnover of parking. Limited Waiting in Dial Road would prevent shop owners and residents of both Church Road and Greenway Road from parking for longer periods should they wish.

3.0 RELEVANT RISKS

3.1 None identified.

4.0 OTHER OPTIONS CONSIDERED

4.1 The introduction of 1 hour limited waiting, no return within 1 hour was also considered.

5.0 CONSULTATION

5.1 As there are no residential frontages within Dial Road and the only business operating within the road has raised the request for the revocation of waiting restrictions; notices were posted on site and within the local press.

5.2 Following the submission of the objection, further consultation between the objector and Council Officers were undertaken to discuss the concerns raised. The points raised by the objector were carefully considered and it was concluded by officers that the benefits the proposal provides outweigh the objection raised and that the objection should not prevent the proposal from proceeding.

6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

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

7.0 RESOURCE IMPLICATIONS; FINANCIAL; IT; STAFFING; AND ASSETS

7.1 There are no additional financial or staffing implications arising directly from this report.

7.2 The financial implications will depend upon the decision taken by Members in respect of this report. Should the proposal be approved, removal of signs and lines will be financed from the 2012/13 Transportation Revenue Budget. Existing staff will be utilised in the progression of the proposal.

8.0 LEGAL IMPLICATIONS

8.1 There are no implications under this heading.

9.0 EQUALITIES IMPLICATIONS

9.1 Equality Impact Assessment (EIA).

(a) Is an EIA required

No

10.0 CARBON REDUCTION IMPLICATIONS

10.1 The additional five on-street car parking spaces created by the proposal is unlikely to have a significant impact on the overall carbon footprints.

11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

12.0 RECOMMENDATIONS

12.1 The report recommends that the Panel note the objection and that the proposal to revoke the length of No Waiting 8 am-6 pm as shown on the attached drawing DTS/1/12 be recommended to the Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

13.0 REASONS FOR RECOMMENDATION

13.1 The removal of this short length of daytime only waiting restriction will provide an additional 5 No. on-street parking spaces during business hours which can be utilised primarily by visitors to businesses in Dial Road and Church Road but also by residents of Greenway Road and Church Road. The junction of Greenway Road and Church Road with Dial Road will remain protected by 24 hour waiting restrictions as will the whole of the south side of Dial Road.

REPORT AUTHOR: **Paul Barton**
Traffic & Transportation Division
telephone: (0151) 606 2102
email: paulbarton@wirral.gov.uk

APPENDICES

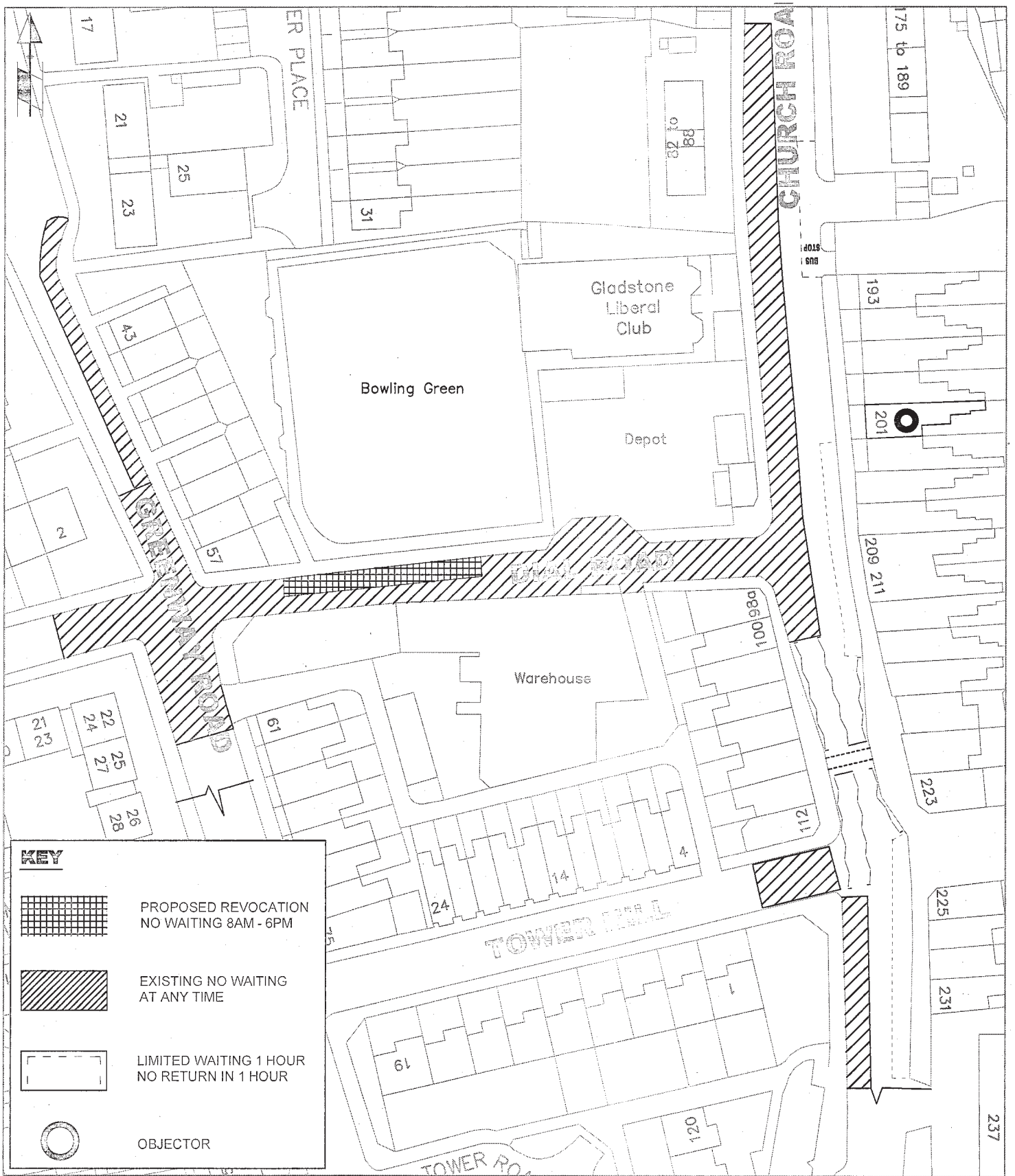
Drawing No. DTS/1/12 indicating the location of the proposed revocation of waiting restrictions.

REFERENCE MATERIAL

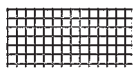
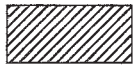
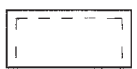

A letter from a resident of Church Road, Tranmere objecting to the proposal has been used in the preparation of this report.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date



KEY

-  PROPOSED REVOCATION
NO WAITING 8AM - 6PM
-  EXISTING NO WAITING
AT ANY TIME
-  LIMITED WAITING 1 HOUR
NO RETURN IN 1 HOUR
-  OBJECTOR



Technical Services Department
 David Green
 Director

OBJECTION - PROPOSED REVOCATION
 NO WAITING 8AM - 6PM
 DIAL ROAD, TRANMERE
 BIRKENHEAD AND TRANMERE WARD

This page is intentionally left blank