



## Highways and Traffic Representation Panel

<b>Date:</b>	<b>Wednesday, 16 July 2014</b>
<b>Time:</b>	<b>10.00 am</b>
<b>Venue:</b>	<b>Committee Room 3 - Wallasey Town Hall</b>

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### AGENDA

- 1. APPOINTMENT OF CHAIR**
- 2. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members of the Committee are asked to declare any disclosable pecuniary and non pecuniary interests, in connection with any items on the agenda and state the nature of the interest.
- 3. PETITION: AGAINST "EXCEPT FOR ACCESS" ROAD, WOODCHURCH ROAD/STORETON ROAD, OXTON (Pages 1 - 8)**
- 4. OBJECTIONS: PROPOSAL FOR INTRODUCTION OF PUFFIN CROSSING, OLD CHESTER ROAD, BEBINGTON (Pages 9 - 18)**
- 5. OBJECTIONS: IMPROVING ROAD SAFETY STRATEGY/LOCAL SAFETY SCHEME - TRAFFIC CALMING - SHREWSBURY ROAD/GERALD ROAD, OXTON (Pages 19 - 28)**
- 6. OBJECTIONS: IMPROVING ROAD SAFETY STRATEGY/LOCAL SAFETY SCHEME - TRAFFIC CALMING - HOUGHTON ROAD AREA, WOODCHURCH (Pages 29 - 36)**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

16 JULY 2014

<b>SUBJECT:</b>	<b>PETITION: AGAINST “EXCEPT FOR ACCESS” ROAD, WOODCHURCH ROAD / STORETON ROAD, OXTON</b>
<b>WARD/S AFFECTED:</b>	<b>OXTON WARD AND PRENTON WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b> <i>(Defined in paragraph 13.3 of Article 13 ‘Decision Making’ in the Council’s Constitution.)</i>	NO

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 20 signature petition regarding the impact of a “no motor vehicles, except for access” traffic regulation order that has been introduced on the service road at the junction of Woodchurch Road / Storeton Lane.
- 1.2 The report concludes that it would not be appropriate to implement any traffic management action in respect of the petition.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 A Ward Member submitted a 20 signature petition to a meeting of the Council on 15 July 2013. The petition has been signed by residents and businesses on the south side of Woodchurch Road between Storeton Road and Moss Lane and outlines the impact upon them of a “no motor vehicles, except for access” traffic regulation order (TRO) that has been introduced on the service road at the junction of Woodchurch Road / Storeton Lane.
- 2.2 The petition requests that a resident parking scheme be introduced on the south side of Woodchurch Road between Storeton Road and Moss Lane, that it is incorporated into the Tranmere Rovers Resident Parking Scheme, that provision is made to allow customers for the businesses to park and that a formal car park be constructed based around the existing allotment access within Oxtan Fields adjacent to “Rightway”.
- 2.3 The appended drawing indicates the addresses that were signatories to the petition, the extent of the “no motor vehicles, except for access” TRO and the location of the allotment access and the parking lay-bys.
- 2.4 The TRO that is the subject of this petition was introduced in June 2013 and prohibits motor vehicles from entering the service road fronting 57 to 67 Storeton Road and 270 to 240 Woodchurch Road, except to gain access to

properties within that service road. It was introduced following investigations into a petition submitted by a Ward Member to a meeting of the Council on 16 April 2012 raising issues that included concerns regarding rat running vehicles using the service road to avoid the traffic signal junction of Woodchurch Road / Storeton Road. Surveys carried out at the time indicated that rat running was occurring and that action, in the form of a TRO, was appropriate. Implementation of the TRO was funded through the Local Area Forum budget. Merseyside Police are the enforcing authority for this type of TRO; the Council's Civil Enforcement Officers cannot enforce it.

- 2.5 As a consequence of this TRO, residents and businesses on the opposite side of Woodchurch Road (south side, between Storeton Road and Moss Lane) can no longer enter the service road to park up without contravening the order. Parking in the service road is seen as a necessity by those residents and businesses due to the limited availability and unrestricted nature of on-street parking in the lay-bys on their section of Woodchurch Road. The availability of space for residents and customers within these lay-bys is affected by long term parking related to commuters, nearby businesses and football matches and other events held at Prenton Park.
- 2.6 An Officer from the Traffic and Transportation Division has been in discussion with the lead petitioner regarding the options suggested in the petition and has explained current Council policy with regard to resident parking schemes. The primary issues are that all requests for resident parking schemes must demonstrate overwhelming support and agreement to charging and schemes should normally involve at least 300 households (Cabinet decision 16 August 2007).
- 2.7 It is apparent from discussions with the lead petitioner that the residents and businesses involved in this petition would not support charging for implementation of a scheme and that there are just 10 households involved.
- 2.8 The estimated cost of implementing a scheme at this location would be approximately £1,500. Potentially, if the funding issue could be overcome, it may be possible to incorporate this location into the wider Tranmere Rovers Resident Parking Scheme, which would overcome the issue around the number of households involved. If a scheme were to be implemented the businesses would not qualify for permits although the scheme could include an allowance for non-permit holders to park for a limited period, which would benefit customers of those businesses.
- 2.9 With regard to the suggestion that a car park be constructed within Oxton Field, there is no identified budget for such a measure. In addition, the loss of green space that would be required to facilitate this is unlikely to be acceptable and there would be safety issues from the intensification of use of the access onto Storeton Road that such a car park would create.

### **3.0 RELEVANT RISKS**

- 3.1 The risks arising if this issue cannot be satisfactorily resolved may include:

- a. Impact on the financial viability of existing businesses due to the lack of convenient parking space for customers.
  - b. Impact on relations between neighbours, visitors, businesses, etc vying for limited unrestricted parking space within the lay-bys.
  - c. Impact on the amenity of residents unable to park within close proximity of their houses on a frequent basis.
- 3.2 The risks arising if funding could be secured to progress a resident parking scheme may include:
- a. Creation of a precedent increasing the expectations of residents elsewhere within the Borough experiencing similar issues.
  - b. Businesses would not be issued with permits, therefore staff employed in those businesses would need to park elsewhere.
  - c. There may be insufficient space within the existing lay-bys to cater for all vehicles registered to properties on that stretch of road that could qualify for a permit.
  - d. Incorporating these properties into the wider Tranmere Rovers Resident Parking Scheme may lead to an increase in parking demand in nearby streets that are part of the same scheme.
  - e. There would be an increase in street furniture related to signing of the resident parking scheme.

#### **4.0 OTHER OPTIONS CONSIDERED**

- 4.1 The other options considered are as follows:
- a. To implement a resident parking scheme for the properties in question and incorporate it into the wider Tranmere Rovers Resident Parking Scheme, funding it from the Traffic Signs Revenue Budget. Doing so would not comply with current Council Policy and would create a significant precedent for the Council in respect of requests for resident parking schemes from elsewhere within the Borough, which are received on a regular basis and which could not be met within existing resources. In addition, the Tranmere Rovers scheme regulates parking only during those times when football matches are being played which would not mitigate against the parking that is of concern to the petitioners.
  - b. To seek funding from the relevant Constituency Committee's budget, however the policy regarding funding by residents themselves is a Council Policy therefore it is unlikely to be appropriate for funding to come from the Constituency Budget. It would also create the same precedent for the Constituency Committees as mentioned in the above bullet point (a).
  - c. To seek third party funding, however no such offer of funding has come forward.

#### **5.0 CONSULTATION**

- 5.1 Discussions and correspondence have taken place with the Ward Member, lead petitioner and other residents and businesses of Woodchurch Road.

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

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

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

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

## **8.0 LEGAL IMPLICATIONS**

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

## **9.0 EQUALITIES IMPLICATIONS**

9.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?  
(b) No because there is no relevance to equality.

## **10.0 CARBON REDUCTION IMPLICATIONS**

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

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **12.0 RECOMMENDATION**

12.1 Panel is requested to:  
(1) Note the petitioners request for a resident parking scheme on Woodchurch Road and the construction of a car park on Oxton Fields, but agree that neither of these suggestions are viable for the reasons stated in this report.  
(2) Recommend to Regeneration and Environment Policy and Performance Committee that no further action be taken in respect of this petition.

## **13.0 REASON/S FOR RECOMMENDATION/S**

13.1 The request for a resident parking scheme does not meet the Council's Policy in that it does not have overwhelming support from residents to fund the implementation of a scheme.

13.2 The request for a car park within Oxton Fields is not viable due to lack of identified funding, impact on existing green space and safety issues that would be created by an intensification of use of the existing access onto Storeton Road.

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**APPENDICES**

*(List and, if not attached, specify location – e.g. website and/or Group rooms.)*

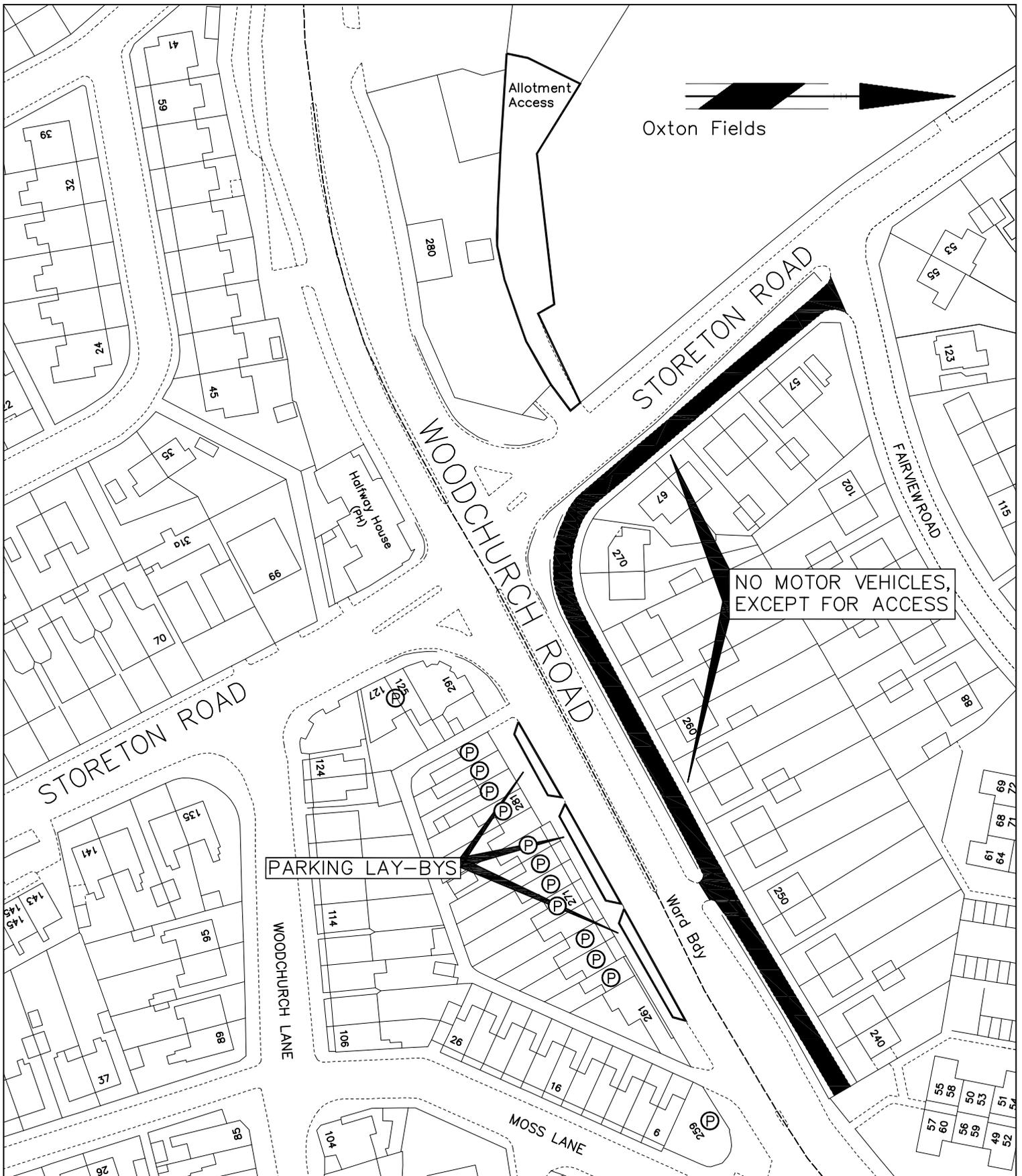
**REFERENCE MATERIAL**

*(Include background information referred to or relied upon when drafting this report, together with details of where the information can be found. There is no need to refer to publicly available material: e.g. Acts of Parliament or Government guidance.)*

**SUBJECT HISTORY (last 3 years)**

Council Meeting	Date

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**WIRRAL**

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PETITION AGAINST "ACCESS ONLY" SERVICE ROAD  
 WOODCURCH ROAD / STORETON ROAD  
 OXTON  
 OXTON AND PRENTON WARDS

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

16th JULY 2014

<b>SUBJECT:</b>	<b>OBJECTIONS: PROPOSAL FOR INTRODUCTION OF PUFFIN CROSSING, OLD CHESTER ROAD, BEBINGTON</b>  <b>LOCAL TRANSPORT CAPITAL FUNDING &amp; THE INTEGRATED TRANSPORT BLOCK (ITB) PROGRAMME 2014/15</b>
<b>WARD/S AFFECTED:</b>	<b>BEBINGTON &amp; ROCK FERRY WARDS</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers one objection received as a result of proposals to introduce a Puffin Crossing to assist members of the school and local community to cross Old Chester Road.
- 1.2 The report recommends that the objection be noted, but that in the interests of road safety, that the scheme be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 As part of a joint initiative to support the Local Sustainable Transport Fund (LSTF) to promote walking as an alternative to car use on journeys to and from schools the Council and the national walking charity Living Streets, have worked with St John Plessington Catholic College, St John's Catholic Junior and St John's Catholic Infant schools.
- 2.2 In March 2013 a School Route Audit Report was produced in partnership between Living Streets, pupils and staff at these schools. Within the route audit report, pupils and teaching staff highlighted a number concerns including difficulties encountered crossing the Old Chester Road at the existing pedestrian refuge outside the petrol station and St John Plessington Catholic College (SJPCC).
- 2.3 Analysis of the road safety record provided by the police identifies that during a 5 year study period there have been 3 crashes involving (teenage) pedestrians on the section of Old Chester Road between the vehicular

entrance to the one way section of the Oval outside SJPC and Beresford Avenue.

- 2.4 Based on the information available, Officers from my Road Safety Team consider that a scheme to introduce a formal Puffin type crossing as shown on plan R&ED/1/14/DJR would improve road safety in this area. A safer crossing facility across the Old Chester Road could also encourage more parents and children to undertake the journey to school by walking and public transport rather than by car.
- 2.5 On 13<sup>th</sup> March 2014 Cabinet considered and approved the 2014/15 Local Transport Capital Programme. Identified within the programme was the proposal to introduce a puffin crossing to assist the school and local community to cross Old Chester Road, Bebington. The scheme is to be funded from the Local Transport Capital Programme, 'Improving Road Safety' block allocation.
- 2.6 Following preliminary scheme design, consultation letters were delivered to residents of properties in the immediate vicinity of the proposed scheme, detailing the scheme proposals. Party Spokespersons and Ward Members were also informed.
- 2.7 During the formal public consultation period, we received telephone contact from 3 residents to express their support to the proposed scheme. Throughout the process, Officers have received strong support from St John Plessington Catholic College.
- 2.8 During the formal consultation period four objections to the proposed scheme were received. Following further discussion between individual objectors and Officers three of the four original objections have now been withdrawn. The outstanding objection, made by a resident of No. 30A Old Chester Road, Bebington is summarised, along with Officers' comments, as follows:
- 2.9 **The resident of no. 30A Old Chester Road, Bebington is concerned that access to the roads, houses and facilities on the Northern side of Old Chester Road are compromised by parking of staff and pupils from Plessington School. The objector states that this has been caused by the loss of parking spaces outside the school in the last revamp of traffic flow by Wirral Council. The objector states that *'this new scheme, at much costs, will do nothing to address this matter- either yellow lines on corners / junctions or a residents only parking scheme would be a far more economical solution'*.**

In April 1994 a Local Safety Scheme was introduced on the Old Chester Road between SJPC and Bebington Road to address a number of crashes involving vehicles turning into/out of Beresford Avenue, Stonehill Avenue and Ashbrook Terrace together with incidents involving inappropriate overtaking and to assist pedestrian movements. The scheme incorporated junction buildouts, refuge islands, hatched road markings and waiting restrictions.

Officers are aware that the expansion of SJPC over a number of years has put pressure on parking provision in the general area including the Old Chester Road and residential roads near the school. The school regularly

raise the issue with staff to encourage lift sharing and use of public transport where possible. It is understood that SJPC would like to expand their car parking provision within their own site, however this is also subject to planning approval. In the meantime, the school have informal use of a car parking area within The Oval leisure centre which the school actively encourages.

Whilst Officers are mindful that the proposed Puffin crossing will result in the removal of one on-street parking place due to the introduction of the build out this design will ensure that visibility of pedestrians is maintained whilst maximising parking provision.

- 2.10 **The resident of no. 30A Old Chester Road questions whether an additional puffin crossing is required as there are *'some four lighted crossing and four / five refuge crossings plus a large chunk of central reservation which acts as a refuge crossing'*. It is also stated that the proposed site is used, at most, for only 30 minutes a day and then only on school days.**

There is an alternative light controlled crossing outside St. John's Catholic Junior and St John's Catholic Infants schools to the north east of The Oval access road. Whilst some pupils use this facility, this route is effectively in the opposite direction from the desire line for those alighting from the scheduled bus service on the Old Chester Road and those who are attracted to the shop within the existing petrol station. Officers have noted that some children travelling by the school bus services which stop within The Oval service road area outside SJPC choose to visit this shop, crossing and re-crossing the Old Chester Road before going to school. Whilst the school is concerned over this, they have informed Officers it is not within their power to prevent this.

Living Streets, the National Walking Charity, has worked with SJPC and both the local Infant and Junior schools to promote walking on the journey to and from school.

In March 2013 a school route audit report was produced in partnership between Living Streets, St John Plessington Catholic College pupils and staff and St John's Catholic Junior School. The report highlights concerns and issues by pupils who use the existing pedestrian refuge crossing. The school pupils comment that the existing refuge island is too narrow and raise safety issues. The school have confirmed that the current pedestrian island is used during the school day.

Officers have noted that the grassed central reservation to which the objector refers *'which acts as a refuge crossing'* is not a formalised safer crossing and the school and local community would not be encouraged to use it to cross the Old Chester Road.

- 2.11 A site meeting was held between a Council Officer and the objector from 30A Old Chester Road. The objector raised additional concerns and although these comments are not logged as part of the original objection, for transparency and clarity, they have been summarised paragraphs 2.12 to 2.15 below.

**2.12 Fumes and pollution from traffic stopping and starting at the proposed Puffin crossing.**

Impact is considered minimal given that vehicles would only have to stop if the crossing is operated by a pedestrian wishing to cross safely. The impact of traffic fumes is considered to be less than many other locations across the Borough where residential properties are located near to traffic light junctions.

**2.13 Light pollution from the proposed Puffing Crossing.**

Light Controlled Crossings have specified requirements outlined by Department for Transport (DfT). Signal heads, have shields fitted as standard which direct the light towards oncoming traffic.

Officers note that there is already light given off by other sources, such as the nearby lighting columns and the petrol station which are considered to provide a greater spread than the directed light from the signal heads.

**2.14 Poor visibility exiting their property.**

The proposed scheme outlines our intention to introduce an Access Protection Marking. This marking is shared with the resident from 30 Old Chester Road and will help protect both driveways. The proposal would be an improvement to existing situation at this locality which has no form of traffic control.

**2.15 The objector also stated that they are 'unhappy' that money is being used on works of this nature, whilst School Crossing Patrol funding is being threatened. Suggests double yellow lines or a possible residential parking scheme would be more economical.**

This scheme is funded from within the Integrated Transport Capital Programme (Road Safety Block) and was highlighted by the Road Safety Team and local schools as a safety concern. Analysis of collision data during a five year period reveals there have been 3 road accidents involving injuries to pedestrians in the immediate vicinity of the proposed scheme. The scheme is funded as 'capital' grant which can only be used for physical measures and could not be used to fund 'revenue' items such as School Crossing Patrol staff.

The points made by the objector with regard to parking restrictions or residential parking scheme would not be an acceptable alternative. The Puffin crossing is designed to safely assist pedestrian movement across Old Chester Road at a key crossing point. I do not consider that the casualty record would be significantly influenced by the introduction of additional waiting restrictions or residents parking.

**3.0 RELEVANT RISKS**

- 3.1 Failure to undertake the proposed scheme would reduce the Council's opportunity to address LTP3 Objectives and meet the priority to reduce the number of killed and seriously injured casualties on the roads.

#### **4.0 OTHER OPTIONS CONSIDERED**

- 4.1 Given the analysis of the road casualty records provided by the police which identified that there have been 3 (teenage) pedestrian casualties outside or near St John Plessington Catholic College and the identified route to/from the school across the Old Chester Road at this location, no alternative measures have been considered.
- 4.2 The proposed scheme provides the Council with the opportunity to address the Council's LTP3 Objectives and meet the priority to reduce the number of killed and seriously injured casualties on the roads.

#### **5.0 CONSULTATION**

- 5.1 As part of the consultation exercise for this scheme letters were delivered to 117 local residents informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.
- 5.2 Following submission of the objections, further discussions and a meeting between the objector of 30A Old Chester Road, Bebington and Council Officers were undertaken to discuss the concerns raised. The points raised by the objector have been carefully considered and it is concluded by Officers that the benefits that the scheme provides outweigh the objections raised and should not prevent the scheme 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 The budget allocation for this scheme is £90,000 and will be financed from the 2014/15 Local Transport Capital Programme – Improving Road Safety Strategy block.
- 7.2 Existing staff resources will be utilised in the progression of this scheme.
- 7.3 If approved and implemented the new facility will require maintenance to be carried out using the revenue allocation for traffic signal maintenance.

#### **8.0 LEGAL IMPLICATIONS**

- 8.1 The Council has statutory duties under the Road Traffic Act 1988 to investigate the causes and trends for road traffic accidents and promote programmes to prevent such accidents.

#### **9.0 EQUALITIES IMPLICATIONS**

- 9.1 The proposed puffin crossing scheme is included within the Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2014/15 Road Safety Block approved by Cabinet on 13<sup>th</sup> March 2014, for which an Equalities Impact Assessment (EIA) has already been undertaken. A specific EIA has also been produced for this scheme.

## **10.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS**

- 10.1 The scheme will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint which are key aims within the Merseyside Local Transport Plan.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

- 11.1 The implementation of the proposal will make a positive contribution to road safety and reduce road traffic casualties.

## **12.0 RECOMMENDATION/S**

- 12.1 The report recommends that the Panel note the objections and that the proposed scheme consisting of a puffin crossing, as shown on attached drawing number R&ED/1/14/DJR, be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

## **13.0 REASON/S FOR RECOMMENDATION/S**

- 13.1 The introduction of a puffin crossing on Old Chester Road provides the Council with the opportunity to address the Council's LTP3 Objectives and meet the priority to reduce the number of killed and seriously injured casualties on the roads.

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## **APPENDICES**

Drawing number R&ED/1/14/DJR indicating the proposed layout of the scheme.

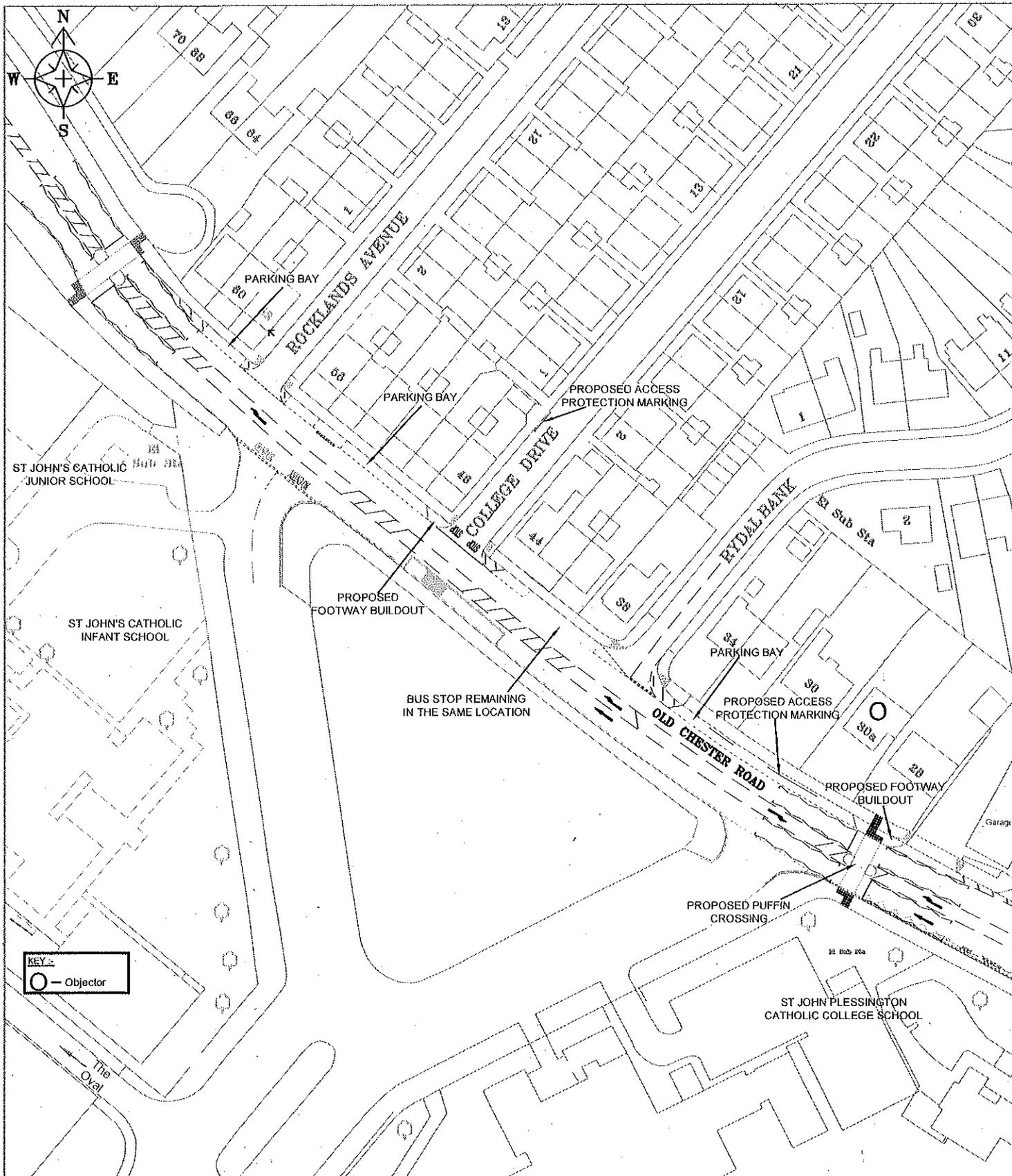
## **BACKGROUND PAPERS/REFERENCE MATERIAL**

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

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

<b>Council Meeting</b>	<b>Date</b>
Cabinet - Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2014/15	13 <sup>th</sup> March 2014

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Objections – Improving Road Safety Strategy – Local Safety Scheme  
 Old Chester Road  
 Bebington  
 Bebington Ward

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

16<sup>th</sup> JULY 2014

<b>SUBJECT:</b>	<b>OBJECTIONS: IMPROVING ROAD SAFETY STRATEGY / LOCAL SAFETY SCHEME – TRAFFIC CALMING – SHREWSBURY ROAD / GERALD ROAD, OXTON</b>
<b>WARD/S AFFECTED:</b>	<b>OXTON WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received as a result of proposals to introduce a mini-roundabout at the junction of Shrewsbury Road / Gerald Road, Oxtton.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 13<sup>th</sup> March 2014 Cabinet considered and approved the 2014/15 Local Transport Capital Programme. Identified within the programme was the proposal to introduce a mini-roundabout at the junction of Shrewsbury Road and Gerald Road, Oxtton, to be funded from the Local Transport Capital Programme, 'Improving Road Safety' Block allocation.
- 2.2 During the study period there were four recorded personal injury accidents at the junction. Research into these incidents has revealed that three of these accidents could potentially have been prevented had the mini-roundabout been present. There has been a further personal injury accident at this location since the end of the study period.
- 2.3 Following preliminary scheme design, consultation letters were delivered to residents of properties in the immediate vicinity of the proposed scheme detailing the scheme proposals. Party Spokespersons and Ward Members were informed.
- 2.4 Following this period of formal public consultation, two objections to the proposals were received, both of which remain unresolved at this present time. One objector is a resident of no.14 Broadway, Greasby and one objector is a resident of no. 19 Shrewsbury Road, Oxtton. A further objection was received from a resident of no. 3a Alton Road, Oxtton via a Ward Member, after the initial consultation period.

2.5 As part of the public consultation exercise emails of support were received from two Oxtun Ward Councillors and one Oxtun Ward resident.

2.6 The content of the objector's concerns along with Officers' comments are as follows:

2.7 **The resident of no.14 Broadway, Greasby is concerned that being a regular traveller through the junction and also having seen collisions at the junction they are unable to comprehend how the addition of a mini roundabout will improve road safety and in addition to this not impact on the safety of access to residential properties around the said junction. From experience when exiting Gerald Road the greatest danger of collision is from traffic travelling along Shrewsbury Road from the direction of Birkenhead town centre. Even with the addition of a mini roundabout traffic that is not turning into Gerald Road will not approach the roundabout at any less a speed than they do approaching the bend.**

It is unfortunate that the objector has witnessed a number of collisions at the junction. This scheme aims to improve road safety at the junction with the requirement for vehicles on each approach to give way to traffic from their right. Officers consider that this scheme is an appropriate engineering solution to reduce accident risk and improve road safety at this location.

2.8 **The resident of no.14 Broadway, Greasby is concerned that traffic continuing down Shrewsbury Road does not have to indicate right as it is a 'straight ahead' manoeuvre thus not warning traffic at the Gerald Road exit in any more favourable way than it does now. In observing no oncoming traffic from the direction of Claughton a vehicle will continue over the Give Way, having a tendency to mount and drive over the mini roundabout (which appears to occur at most mini roundabouts). Therefore presenting just as much of a collision hazard to the traffic exiting Gerald Road.**

The mini roundabout will provide a better and slower flow of traffic at the junction, thus providing greater opportunity for motorists to egress from Gerald Road. Mini-roundabouts are recognised by the Department for Transport as an effective form of traffic calming measure. It is an offence to travel over the central painted area of a mini roundabout unless it is not possible (by virtue of the construction of the vehicle).

2.9 **The resident of no.14 Broadway, Greasby is concerned that there are 2 driveways in very close proximity to the Give Way markings. The very hazardous manoeuvres residents will have to undertake entering and exiting the properties must surely be a concern for road safety - both to residents and approaching vehicles.**

The residents currently have to undertake difficult manoeuvres to access their properties. The mini-roundabout will provide an overall slower flow of traffic at the junction, thus providing a potentially safer opportunity for residents to access or egress their properties.

- 2.10 The resident of no.14 Broadway, Greasby has discussed these proposed changes with friends who also use this junction and request further information as to the cost to the taxpayer of these proposed changes, what statistics have been gathered to support the proposed change and the full reasoning and justification for this proposed change to the highway.**

The Council has a duty under the Road Traffic Act 1988 to undertake studies into accidents and promote programmes of measures to reduce the number of people injured on the roads.

Wirral Council's Road Safety Team receive comprehensive (confidential) details of all injury related road crashes which are analysed to see what measures are needed to improve road safety.

As indicated in para 2.2 above there have been four recorded personal injury accidents at the junction during the 5 year study period. Research into these incidents has revealed that three of these accidents could potentially have been prevented had the mini-roundabout been present. It is also noted that there has been a further personal injury accident at this location since the end of the study period.

The budget allocation for this scheme is £60,000 and will be financed from the 2014/15 Local Transport Capital Programme – Improving Road Safety Strategy block.

- 2.11 The resident of no.19 Shrewsbury Road, Oxton is concerned that vehicle access to the property 19 Shrewsbury Road will be severely obstructed by waiting vehicles governed by the proposed Give Way, Diag 1003.3.**

It is expected that at times there will be vehicles stationary outside 19 Shrewsbury Road waiting to enter the roundabout. However, the mini roundabout will provide a better and slower flow of traffic at the junction and it is expected that any delay should be minimal. Officers note that there are many locations across the Borough where traffic flow provides some minor impediment to traffic waiting to turn off or join the carriageway.

- 2.12 The resident of no.19 Shrewsbury Road, Oxton is concerned that vehicles exiting from the property 19 Shrewsbury Road will be severely obstructed by waiting vehicles governed by the proposed Give Way, Diag 1003.3.**

As stated, in item 2.11 above, it is expected that at times there will be some vehicles stationary outside 19 Shrewsbury Road waiting to enter the roundabout. However, the mini-roundabout will provide a better and slower flow of traffic at the junction and it is expected that any delay should be minimal. Officers note that there are many locations across the Borough where traffic flow provides some minor impediment to traffic waiting to turn off or join the carriageway.

- 2.13 The resident of no.19 Shrewsbury Road, Oxton is concerned that vehicle access to the property 19 Shrewsbury Road when approaching the proposed roundabout from Claughton along Shrewsbury Road, will result in the vehicle having to stop on the roundabout to wait for oncoming traffic**

**to clear. In peak times the objector is sure that this will result in a hazardous gridlock of vehicles blocking traffic flow from Gerald Road and Shrewsbury Road (in the direction from Claughton)**

Officers accept that the layout of the highway and junction is somewhat difficult, indeed, this is part of the reason why there have been a number of crashes at the junction. The location of the existing vehicular accesses are not ideal and would not now normally be approved. The proposed mini-roundabout is expected to reduce vehicle speeds on Shrewsbury Road, significantly reduce delays and to improve safety for vehicles turning right out of Gerald Road. The provision of a new traffic island on Gerald Road will also improve safety for pedestrians crossing at the junction. It is not envisaged that the implementation of the mini-roundabout at the junction will compromise vehicle access into the residential properties or significantly contribute to congestion.

- 2.14 The resident of no.19 Shrewsbury Road, Oxton is concerned that after the clearing of any traffic from the situation in point 2.11 above such vehicle will have to drive over the "Ghost Island" directly opposite the driveway of 19 Shrewsbury Road.**

Officers have designed the "ghost island" to be domed in shape with a maximum 25mm up stand in order to maintain safe vehicular access to properties.

- 2.15 The resident of no.19 Shrewsbury Road, Oxton is concerned that the proposed roundabout will make it impossible to attempt reverse parking into the driveway of 19 Shrewsbury Road which is necessary at times when loading their vehicle**

The position of the vehicle crossing in the current layout of the junction must present the resident with difficulty when attempting to reverse into the driveway and from a road safety point of view it is far from ideal. During a meeting between the objector and a Council Officer on 14<sup>th</sup> March 2014 an offer was made to adjust the existing layout of the vehicle crossing serving 19 Shrewsbury Road, which would improve turning manoeuvres into the property. It is intended that the alterations to the vehicle crossing will be included in the scope of the junction improvement works. The Road Safety Manager considers that at locations with difficult access arrangements (and including this resident's existing vehicle access), drivers should drive into and out of driveways in forward gear where possible.

- 2.16 The resident of no.19 Shrewsbury Road is concerned that the proposed illuminated traffic sign Diag 611.1 is to be positioned directly in the drivers "field of vision" when a vehicle tries to exit the driveway at 19 Shrewsbury Road.**

The proposed sign will be mounted on a 76mm post which is less than the diameter of lighting columns which are routinely used on the highway. The signface is mounted a minimum of 2.3m above the ground and will not obscure the visibility of a normal vehicle likely to access the property (ie non HGV or bus). Officers will give consideration to mounting the illuminated traffic sign on a cranked arm bracket at the back of footway.

- 2.17 The resident of no.19 Shrewsbury Road, Oxton is concerned that the proposed illuminated traffic sign Diag 611.1 will generate light pollution for the residents at 19 Shrewsbury Road**

The proposed traffic sign is a LED internally illuminated sign. Unlike, an older sign arrangement there is no external lighting unit above the sign. Such illuminated street furniture is widely used on the highway network and is some distance away from the objectors property. The internally illuminated signs reduce the amount of sideways protrusion of light.

- 2.18 **The resident of no.3a Alton Road, Oxtun believes that the roundabout will add to a traffic back-up and cause further frustration because traffic will have to give way to whatever is approaching from the right. If traffic backs-up along Shrewsbury Road it will make turning into my part of Alton Road (the Village Road end) more difficult due to slower moving traffic. Also, any traffic proposing to turn down the other part of Alton Road will be likewise affected.**

The proposed mini-roundabout is expected to reduce vehicle speeds on Shrewsbury Road, significantly reduce delays and to improve safety for vehicles turning right out of Gerald Road. By reducing vehicle speeds on Shrewsbury Road turning manoeuvres into Alton Road should actually be improved.

- 2.19 **The resident of no.3a Alton Road, Oxtun believes that the only solution that would possibly work would be traffic lights at the junction; and this would have the effect of driving traffic away from that route.**

It would not be practicable to introduce a traffic signal controlled layout at this junction due to the position of existing vehicle entrances to properties. Vehicles that egress these properties would not have any indication as to the traffic signal phase thus leading to potential conflict.

### **3.0 OTHER OPTIONS CONSIDERED**

- 3.1 Doing nothing would not be an option in this instance as there is evidence that the trend in recorded personal injury accidents would continue at this junction.
- 3.2 As indicated in the response to para 2.19 above, it would not be practicable to introduce a traffic signal controlled layout at this junction due to the position of existing vehicle entrances to properties.
- 3.3 The proposed scheme provides the Council with the opportunity to address the Council's Local Transport Plan 3 (LTP3) objectives and meet the priority to reduce the number of killed and seriously injured casualties on the roads.

### **4.0 RELEVANT RISKS**

- 4.1 Failure to undertake the proposed scheme would reduce the Council's opportunity to address LTP3 Objectives to improve road safety. Failing to address this issue is likely to result in a continuing trend of road accidents at this location.

### **5.0 CONSULTATION**

- 5.1 As part of the consultation exercise for this scheme letters were delivered to sixty-four local residents informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle

Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

- 5.2 Following submission of the objections, further discussions and a meeting between the objector of 19 Shrewsbury Road, Oxtun and Council Officers were undertaken to discuss the concerns raised. The points raised by all the objectors have been carefully considered and it is concluded by Officers that the benefits that the scheme provides outweigh the objections raised and should not prevent the scheme 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 The budget allocation for this scheme is £60,000 and will be financed from the 2014/15 Local Transport Capital Programme – Improving Road Safety Strategy block.
- 7.2 Existing staff resources will be utilised in the progression of this scheme.

## **8.0 LEGAL IMPLICATIONS**

- 8.1 The Council has statutory duties under the Road Traffic Act 1988 to investigate the causes and trends for road traffic accidents and promote programmes of measures to prevent those accidents.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 The proposed traffic-calming scheme is included within the 2014/15 Local Transport Capital Programme 'Improving Road Safety' Strategy Block approved by Cabinet on 13<sup>th</sup> March 2014, for which an Equalities Impact Assessment has already been undertaken.

## **10.0 CARBON REDUCTION IMPLICATIONS**

- 10.1 The scheme will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint which are key aims within the Merseyside Local Transport Plan.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

- 11.1 The implementation of the proposal will make a positive contribution to improve road safety and reduce road traffic casualties.

## 12.0 RECOMMENDATION

- 12.1 The report recommends that the Panel note the objections and that the proposed scheme consisting of a mini-roundabout, as shown on attached drawing number 'R&E/1/14/GR-b', be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

## 13.0 REASON/S FOR RECOMMENDATION

- 13.1 The introduction of a mini-roundabout at the junction of Shrewsbury Road and Gerald Road, Oxton, provides the Council with the opportunity to address the Council's LTP3 Objectives and meet the priority to reduce the number of killed and seriously injured casualties on the roads.

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## APPENDICES

Drawing numbers 'R&E/1/14/GR-b' indicating the proposed layout of the proposed mini-roundabout.

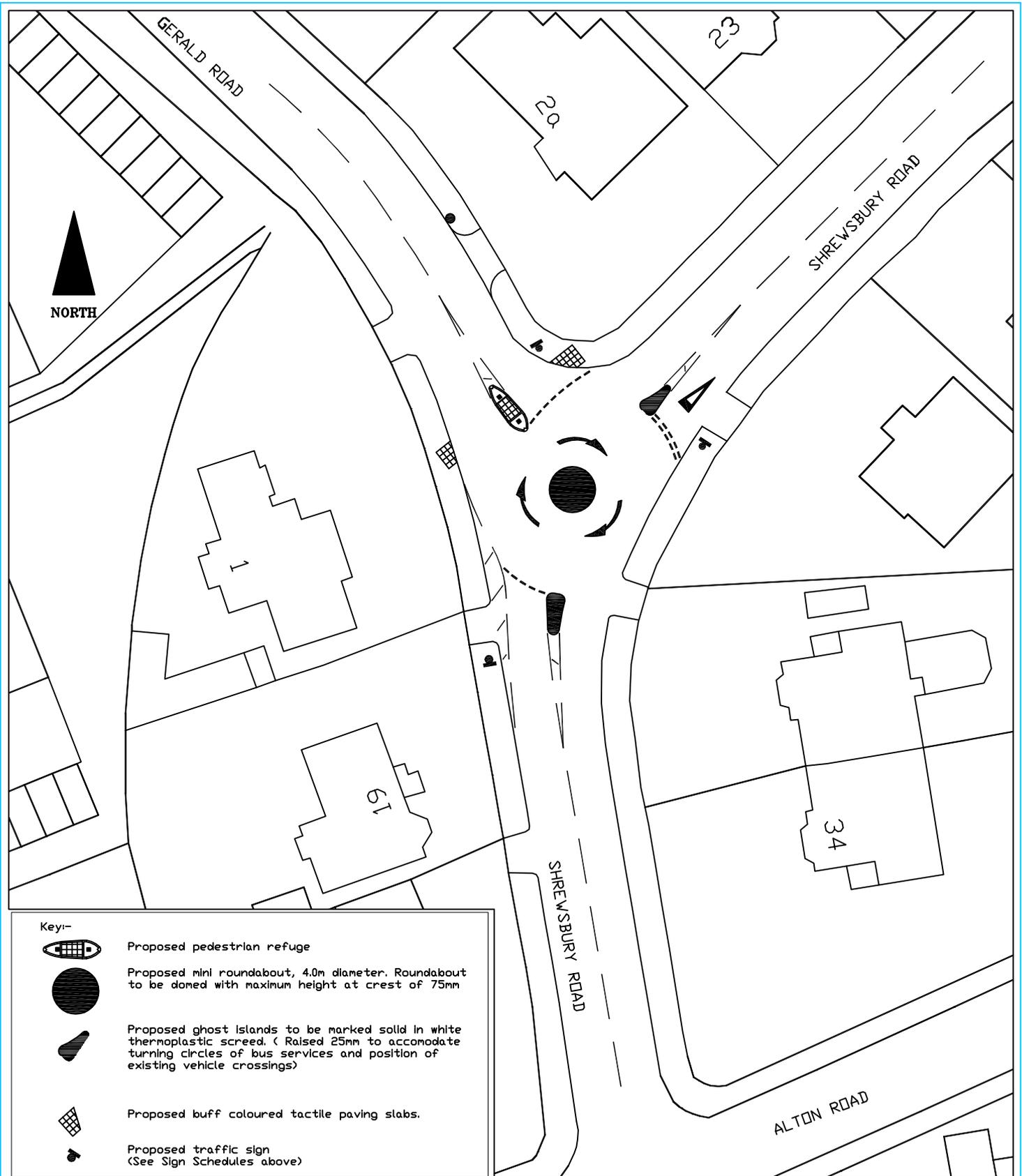
## REFERENCE MATERIAL

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
Cabinet - 2014/15 Local Transport Capital programme	13 <sup>th</sup> March 2014

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# WIRRAL

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Objections – Improving Road Safety Strategy – Local Safety Scheme  
 Shrewsbury Road / Gerald Road  
 Oxtan  
 Oxtan Ward

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

16<sup>th</sup> JULY 2014

<b>SUBJECT:</b>	<b>OBJECTIONS: IMPROVING ROAD SAFETY STRATEGY / LOCAL SAFETY SCHEME – TRAFFIC CALMING – HOUGHTON ROAD AREA, WOODCHURCH</b>
<b>WARD/S AFFECTED:</b>	<b>UPTON WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections received as a result of proposals to introduce traffic calming features along with a 20mph Traffic Regulation Order in Houghton Road area, Woodchurch.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 13<sup>th</sup> March 2014 Cabinet considered and approved the 2014/15 Local Transport Capital Programme. Identified within the programme was the proposal to introduce traffic-calming features along with a 20mph Traffic Regulation Order in Houghton Road area, Woodchurch, to be funded from the Local Transport Capital Programme, 'Improving Road Safety' Strategy Block allocation.
- 2.2 Analysis of the road safety records provided by the police show that there have been 7 recorded injury accidents on Houghton Road during the recent 5 year study period.
- 2.3 Following preliminary scheme design, consultation letters were delivered to residents of properties in the immediate vicinity of the proposed scheme detailing the proposals. Notices were also erected on site and Party Spokespersons and Ward Members were informed. A public notice was also formally advertised within the local press.
- 2.4 Following this period of formal public consultation, two objections to the proposals were received, one of which remains unresolved at this present time. The objector is a resident of no.2 Marlwood Avenue, Wallasey.

- 2.5 As part of the public consultation exercise the Council received support for the scheme from three persons.
- 2.6 The content of the objector's concerns along with Officers' comments are as follows:
- 2.7 **People of Woodchurch are of a low economic standing in life. The repairs speed bumps inflict on their motor vehicles is too expensive! Brakes and wheel bearing repairs, loose exhausts etc.**

The Council design and implement physical traffic calming in accordance with the current design parameters set out by the Department for Transport within the Highways (Road Hump) Regulations. Vehicles travelling over road humps at appropriate speed should not suffer damage. The scheme will be signed in accordance with national requirements.

Wirral Council's Road Safety Team receive comprehensive (confidential) details of all injury related road crashes which are analysed to see what type of measures are needed to improve road safety.

The proposals for introducing traffic calming measures were formed following an investigation into the road safety record within Houghton Road. There were 7 injury crashes (with 13 casualties including serious injuries) in this study area over 5 years. Officers consider that the physical speed reduction measures proposed could have prevented 5 of the 7 injury crashes.

- 2.8 **Waste of Council financial resources that could be better put to use repairing holes in the road.**

The funding for this scheme is different to the funding used for maintenance, including repairing potholes in roads. The objector was contacted in writing asking them to identify the particular potholes that were causing concern and no response has been received.

- 2.8 **Why not target the upper classes of Heswall? Is it because you know they will object and put pen to paper?**

This 'Improving Road Safety Scheme' has been targeted, along with other similar schemes to deliver the greatest road safety benefit and contribute in a reduction to the number people injured on Wirral's roads.

- 2.9 **Speed bumps pose a very dangerous obstacle to motorcyclists and cycle riders especially in icy conditions.**

By reducing the speed, dominance and at times the volume of motor vehicles, traffic calming can benefit cyclists. Most cyclists actually avoid speed cushions by riding between the cushions and the nearside kerb or between adjacent cushions.

In addition, most motorcyclists can avoid speed cushions by negotiating the gaps between adjacent cushions. Where this is not possible, motorcyclists are able to negotiate road humps and speed cushions directly.

- 2.10 **Speed bumps cause a very real threat to the environment cars that speed up and slow down emit harmful gas pollution that babies and young persons breathe in! Babies and young people are closer to the ground where the poisonous gases gather! Asthma and chest breathing problems are incurred! Fact! Most houses on Houghton Road open their doors and windows very close to the road itself! Noise pollution is already bad.**

Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in a high gear as possible, will result in relatively low emissions. The effect on emissions, therefore, of any traffic-calming scheme will depend on how the scheme influences both the average speed of traffic and the amount of speed variation.

The introduction of a speed-controlling measure such as a speed cushion can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emissions levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels.

Officers note that no objections have been received from residents living within Houghton Road.

- 2.11 **A speed camera is a better-suited alternative.**

Houghton Road does not meet the criteria for the installation of a fixed speed camera.

- 2.12 **I think the proposals are dreamt up by idiots who obviously don't live in the area.**

Wirral Council has a statutory duty to monitor the numbers of recorded personal injury accidents across the Borough and to carry out improvement works to prevent such accidents. The Council employs suitably qualified and experienced Officers with a good local knowledge of the area.

- 2.13 **Pemberton Road is a nightmare to navigate; the speed bumps make it very dangerous alongside parked cars where the buses have to pass.**

The speed cushions in Pemberton Road have been constructed in accordance with the guidelines set by the Department for Transport. During the past three years there have been no recorded personal injury accidents in Pemberton Road.

- 2.14 **Speed bumps make people hit the gas afterwards and make up for lost time.**

The Local Safety Scheme is designed in accordance with the regulations set by the Department for Transport. The dimensions and spacing of the cushions are designed to maintain the speed of traffic at or below 20mph.

### **3.0 OTHER OPTIONS CONSIDERED**

- 3.1 Officers consider that doing nothing would be inappropriate in this instance. They consider there is clear evidence that the trend in recorded personal injury accidents would continue within Houghton Road if no action is taken.
- 3.2 Houghton Road does not meet the criteria for the installation of a fixed speed camera.
- 3.3 The proposed scheme provides the Council with the opportunity to address the Council's LTP3 Objectives and meet Council's aspiration to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people injured in road traffic accidents.

### **4.0 RELEVANT RISKS**

- 4.1 Failure to undertake the proposed scheme would reduce the Council's opportunity to address Local Transport Plan 3 (LTP3) Objectives and meet the priority to reduce the number of people killed or seriously injured in road traffic accidents.

### **5.0 CONSULTATION**

- 5.1 As part of the consultation exercise for this scheme letters were delivered to two hundred and twenty two local residents informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel. Notices were also posted on site and with local press.
- 5.2 Following submission of the objections, further discussions between the objector and Council were undertaken to discuss the concerns raised. The points raised by the objector have been carefully considered and it is concluded by Officers that the benefits that the scheme provides outweigh the objections raised and should not prevent the scheme 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 The budget allocation for this scheme is £60,000 and will be financed from the 2014/15 Local Transport Capital Programme – Improving Road Safety Strategy block.

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

## **8.0 LEGAL IMPLICATIONS**

8.1 The Council follows statutory processes to implement this type of proposal.

## **9.0 EQUALITIES IMPLICATIONS**

9.1 The proposed traffic-calming scheme is included within the 2014/15 Local Transport Capital Programme 'Improving Road Safety' Strategy Block approved by Cabinet on 13<sup>th</sup> March 2014, for which an Equalities Impact Assessment has already been undertaken.

## **10.0 CARBON REDUCTION IMPLICATIONS**

10.1 Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in a high gear as possible, will result in relatively low emissions. The effect on emissions, therefore, of any traffic calming scheme will depend on how the scheme influences both the average speed of traffic and the amount of speed variation.

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

11.1 The implementation of this proposal will have a positive impact on road safety and result in fewer road casualties.

## **12.0 RECOMMENDATION**

12.1 The report recommends that the Panel note the objections and that the proposed scheme consisting of a traffic calming scheme and associated 20mph Traffic Regulation Order, as shown on attached drawing number 'R&E/1/14/GR-a', be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

## **13.0 REASON/S FOR RECOMMENDATION**

13.1 The introduction of a traffic-calming scheme and associated 20mph Traffic Regulation Order in Houghton Road area, provides the Council with the opportunity to address the Council's LTP3 Objectives and meet the priority to reduce the number of people killed or seriously injured in road traffic accidents.

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## **APPENDICES**

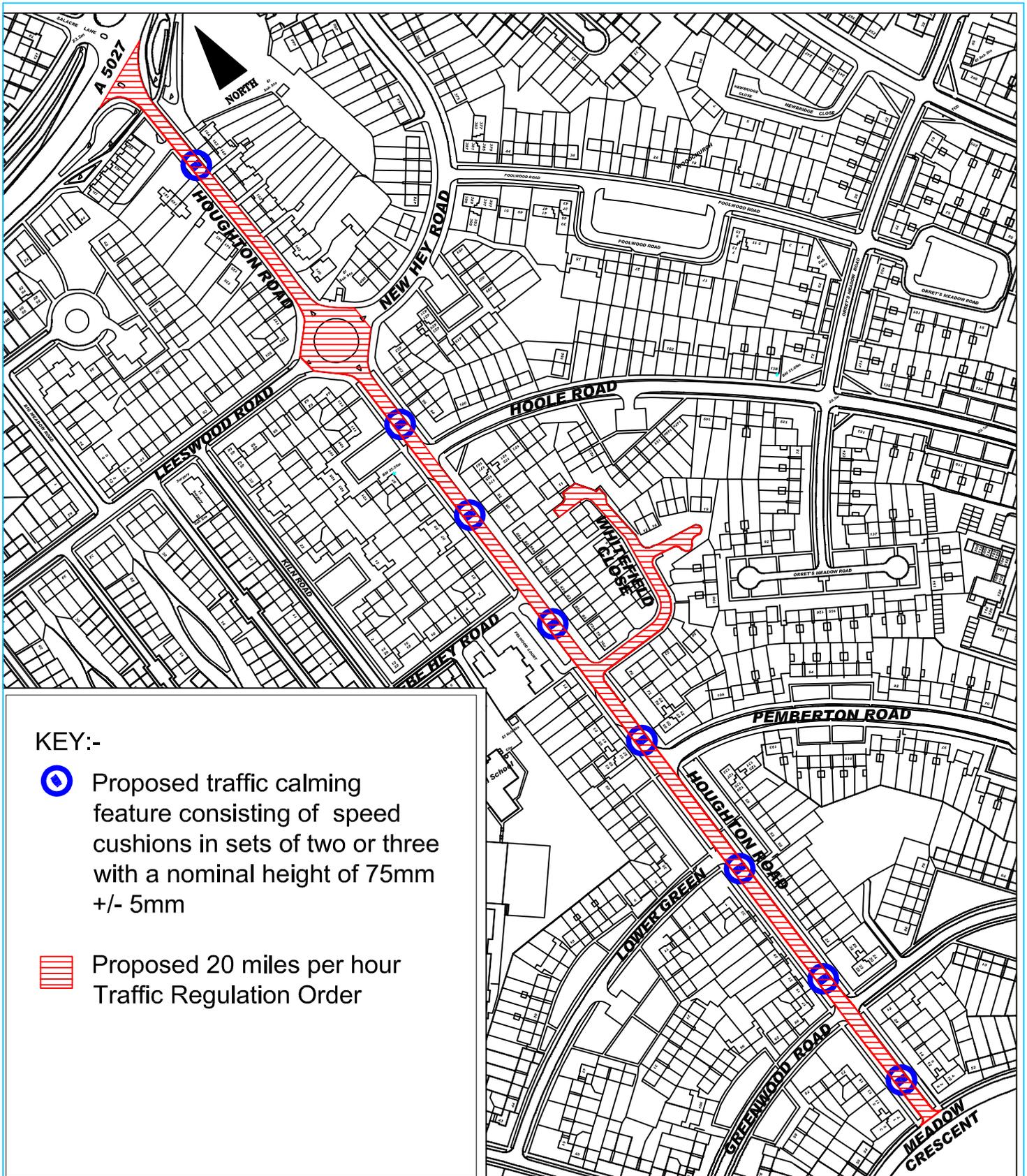
Drawing numbers 'R&E/1/14/GR-a' indicating the proposed layout of the Traffic Calming Scheme.

## **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)**

<b>Council Meeting</b>	<b>Date</b>
Cabinet - 2014/15 Local Transport Capital programme	13 <sup>th</sup> March 2014



**KEY:-**

-  Proposed traffic calming feature consisting of speed cushions in sets of two or three with a nominal height of 75mm +/- 5mm
-  Proposed 20 miles per hour Traffic Regulation Order



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**Objections - Improving Road Safety Strategy - Local Safety Scheme**

**Houghton Road Area**

**Woodchurch**

**Upton Ward**

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