



## Highways and Traffic Representation Panel

<b>Date:</b>	<b>Friday, 21 November 2014</b>
<b>Time:</b>	<b>9.30 am</b>
<b>Venue:</b>	<b>Committee Room 2 - Wallasey Town Hall</b>

**Contact Officer:** Victoria Rainsford  
**Tel:** 0151 691 8271  
**e-mail:** [victoriarainsford@wirral.gov.uk](mailto:victoriarainsford@wirral.gov.uk)  
**Website:** [www.wirral.gov.uk](http://www.wirral.gov.uk)

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### AGENDA

**1. 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.

**2. OBJECTION TO PROPOSED RESIDENT PARKING SCHEME - ROADS TO THE REAR OF THE FLORAL PAVILION, NEW BRIGHTON (Pages 1 - 8)**

**3. OBJECTION: PROPOSED WAITING & LOADING RESTRICTIONS - BIRKENHEAD MARKET SERVICE ROAD, BIRKENEAD (Pages 9 - 16)**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

21 NOVEMBER 2014

<b>SUBJECT:</b>	<b>OBJECTION TO PROPOSED RESIDENT PARKING SCHEME – ROADS TO THE REAR OF THE FLORAL PAVILION, NEW BRIGHTON</b>
<b>WARD/S AFFECTED:</b>	<b>NEW BRIGHTON WARD</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILOR STUART WHITTINGHAM</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to consider an objection to the proposal to introduce a resident parking scheme in roads to the rear of the Floral Pavilion, New Brighton.
- 1.2 The report recommends that the objection be noted and the proposal be recommended to the Regeneration & Environment Policy and Performance Committee for approval.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 Last year an open event was held at the Floral Pavilion New Brighton where it was requested that the Council look to provide a resident parking scheme in a number of roads to the rear of the Floral Pavilion itself.
- 2.2 The Council would fund the introduction of a scheme through money set aside for the improvement of New Brighton promenade, but the permits would need to be purchased by residents in accordance with the Council's current policy for schemes implemented since August 2007. The annual fee for a permit is currently £10.00.
- 2.3 A preliminary consultation was carried out in May of this year to gauge resident's views on the proposal and allow for any suggestions to be made before formally advertising the proposal.
- 2.4 It has been proposed to include the residential properties bounded by Rowson Street, Victoria Road and Virginia Road within the limits of the scheme. The scheme will for most part look to control the existing parking bays to restrict these to residents only (all days 8am to 10pm) and therefore reduce speculative parking from non residents. Certain roads would include sections where non-permit holders will be able to park for up to two hours, which will help reduce the impact of the scheme on local shops / businesses. A plan is appended (**Appendix 1**).

- 2.5 The statutory advertising process for the proposal included publication of notices on the affected roads and in the press. Letters were also delivered to nearly 300 properties. This process resulted in one objection to the scheme being submitted.
- 2.6 The concerns raised by the Objector are detailed below together with an Officer response.

That there is not sufficient parking for the residents of the affected roads. The objector has stated that within these roads that if each household had a car there would be more cars than parking spaces.

**Response: The ongoing regeneration of New Brighton has led to some concern with regard to extra traffic that is coming into the area. New Brighton in itself has many attractions such as The Floral Pavilion, Fort Perch Rock, the Light Cinema, adventure golf, cafés and eating places, as well as the promenade which attracts visitors to enjoy walking along the Wirral coastline. As the front of New Brighton continues to expand there will be a demand for parking.**

**As the roads to the rear of the Floral Pavilion are narrow they are not wide enough for each property to have one car parked outside without causing an obstruction and for that reason the existing parking bays on one side of the road exist. Residents of these roads have had to find the nearest available parking which may not be outside their own home. By continuing to allow non residents to park within these roads in the future, it is likely that residents will find it more difficult to find available parking close to where they live.**

The objector is asking that the two car parks by the roundabout on Victoria Road be included within the scheme.

**The two existing car parking areas by the roundabout on Victoria Road are unrestricted and cater for a wider use from other residential roads outside the proposed resident parking area together with shops, restaurants and local businesses situated on Victoria Road. By nature car parking areas such as these are there for anyone to use and help to maintain the vitality of an area.**

### **3.0 RELEVANT RISKS**

- 3.1 The risks arising if this issue cannot be satisfactorily resolved may include:
- a. Although there is a degree of on-street parking and a large free car park at Fort Perch Rock (this is subject to a budget proposal as part of the Future Council Public Consultation) that when the front of New Brighton becomes busy in order to find convenient parking near the attractions visitors will park in nearby residential roads increasing the

difficulty that residents are already finding when trying to park in close proximity to their own homes.

- b. Impact on relations between neighbours, visitors, businesses, etc vying for limited unrestricted parking space within the parking bays.
- c. Impact on the amenity of residents unable to park within close proximity of their houses on a regular basis.

3.2 The risks arising if the resident parking scheme is introduced include:

- a. There may be insufficient space within the existing parking bays to cater for all vehicles registered to properties on those stretches of road that could qualify for a permit.
- b. Businesses would not be issued with permits; therefore staff employed in those businesses would need to park elsewhere.
- c. Visitors to the area that would have previously been able to park in these roads may now disperse to a wider area and park outside other residential properties that are not covered by the resident parking scheme.
- d. There would be an increase in street furniture related to signing of the resident parking scheme.

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

4.1 Take no action in relation to this issue. Parking in the parking bays would continue to be unrestricted, which would impact on residents and businesses as outlined in 3.1 above.

#### **5.0 CONSULTATION**

5.1 As part of the procedure to introduce a Traffic Regulation Order, officers have carried out a letter drop of properties that will be affected, arranged for statutory notices to be posted on site and for an advert to be placed in the press to inform the wider public of the proposal.

#### **6.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS**

6.1 There are none.

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

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

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

- 8.1 Existing staff resources would be utilised in the progression of this scheme.
- 8.2 The estimated cost of implementation is £5,600 and would be met from funding set aside for the improvement of the New Brighton promenade.
- 8.3 Ongoing administration and maintenance of the scheme would be financed from the revenue generated by the sale of permits to residents.

## **9.0 LEGAL IMPLICATIONS**

- 9.1 There are no specific implications under this heading arising from the recommendation of this report other than the traffic regulation order process referred to in paragraph 2.5.

## **10.0 EQUALITIES IMPLICATIONS**

- 10.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?  
Yes – the impact review can be found at the link below.  
<https://www.wirral.gov.uk/my-services/community-and-living/equalitydiversity-cohesion/equality-impact-assessments/eias->

## **11.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS**

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

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **13.0 RECOMMENDATION**

- 13.1 It is recommended that the Panel:

(i) note the objection and that the proposed scheme to introduce a resident parking scheme be recommended to the Regeneration & Environment Policy & Performance Committee for approval and implementation.

## **14.0 REASON/S FOR RECOMMENDATION/S**

- 14.1 There are a limited number of spaces available to residents to park within these roads and the introduction of a resident parking scheme will assist in maintaining these spaces for residents only.

**REPORT AUTHOR:** David Kirk

Network Management Officer  
Telephone: (0151) 606 2101  
Email: [davidkirk@wirral.gov.uk](mailto:davidkirk@wirral.gov.uk)

## APPENDICES

Appendix 1: Proposal to Introduce a Resident Parking Scheme, Roads to the rear of the Floral Pavilion, New Brighton  
Plan Ref No. TE0021w0

## BACKGROUND PAPERS/REFERENCE MATERIAL

None

## BRIEFING NOTES HISTORY

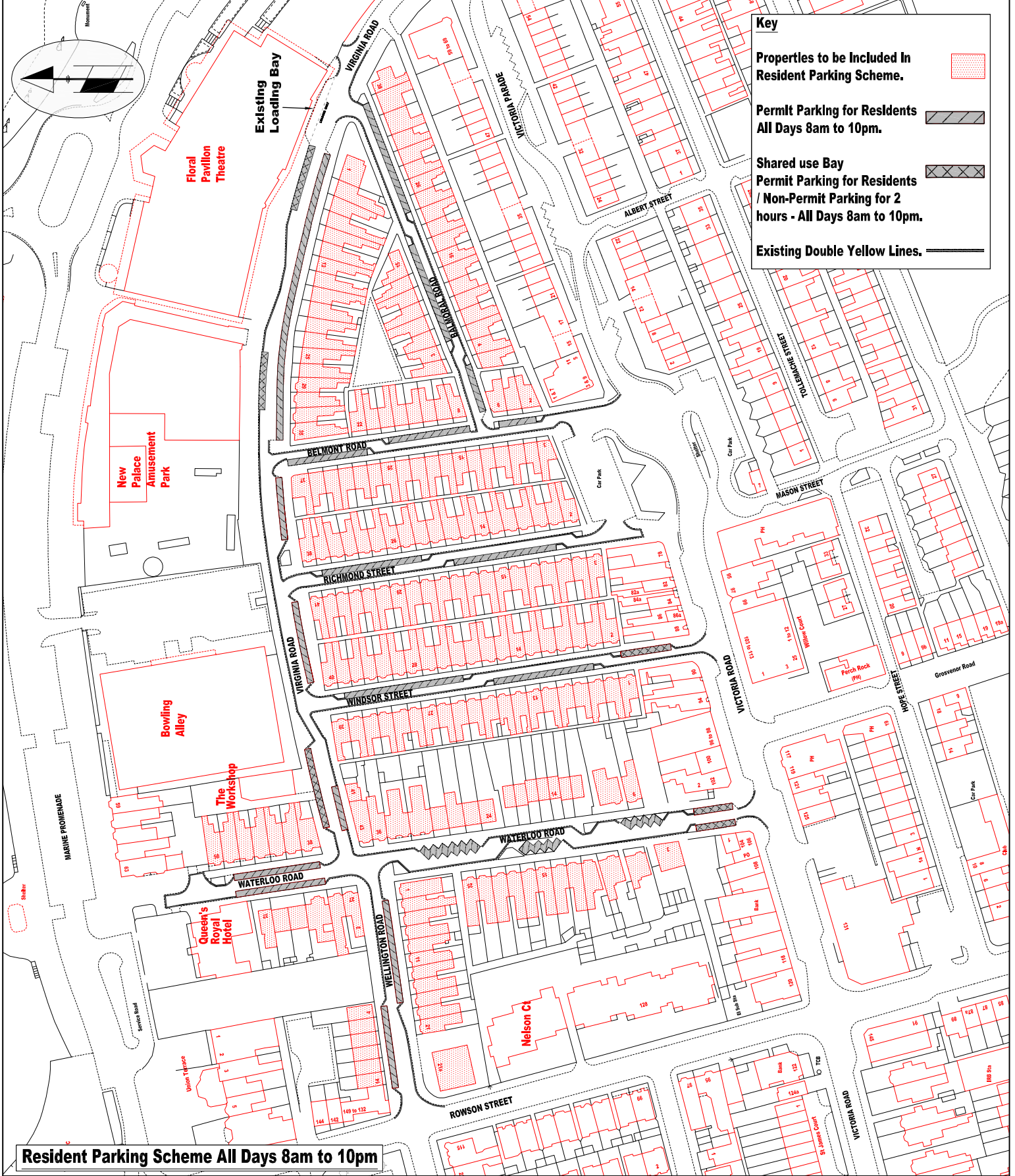
Briefing Note	Date
Nil	

## SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Nil	

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**Resident Parking Scheme All Days 8am to 10pm**



**Regeneration & Environment Directorate**

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**Objection to Proposal to Introduce a Resident Parking Scheme  
 Roads to the rear of the Floral Pavilion  
 New Brighton  
 New Brighton Ward**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

21 NOVEMBER 2014

<b>SUBJECT:</b>	<b>OBJECTION: PROPOSED WAITING &amp; LOADING RESTRICTIONS – BIRKENHEAD MARKET SERVICE ROAD, BIRKENHEAD</b>
<b>WARD/S AFFECTED:</b>	<b>BIRKENHEAD AND TRANMERE</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION</b>
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	<b>COUNCILLOR STUART WHITTINGHAM</b>
<b>KEY DECISION?</b>	<b>NO</b>

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection submitted against the proposal to introduce waiting and loading restrictions along Birkenhead Market Service Road, Birkenhead.
- 1.2 The report recommends that the Panel notes the objection and that the proposals as shown on attached drawing no. TD0615b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 The proposed waiting and loading restrictions along Birkenhead Market Service Road have been developed at the request of The Grange and Pyramids Shopping Centre and Birkenhead Market Hall Management teams following concerns about obstructive parking and accessibility for traders and customers wishing to load and unload.
- 2.2 The proposals would prohibit parking and loading along sections of Birkenhead Market Service Road and allow loading and unloading for vehicles within designated bays.
- 2.3 Historically, arrangements have been in place with the Grange and Pyramids Shopping Centre and Market Hall allowing traders to load and unload along the Service Road between 45 minutes and up to an hour. However, loading / unloading operations have gradually become more difficult for traders and customers due to obstructive parking.
- 2.4 Introducing this proposal, would ensure the designated bays within the Service Road are kept clear for loading and unloading operations. This facility would assist both businesses and customers and improve vitality in the local area.

- 2.5 Birkenhead Market Service Road is primarily an unadopted road. The introduction of a traffic regulation order along the Service Road would provide legislative backing for enforcement by the Council and provide a visual deterrent to the motorist.

### 3.0 OBJECTION

- 3.1 The statutory advertising process for the proposal included publication of notices on the roads and in the press on the 9 July 2014, with an objection period from 9 July to the 1 August 2014. All party Spokepersons and local Ward Members were informed.
- 3.2 Consultation letters providing details and the extent of the proposals were delivered to businesses directly affected.
- 3.3 Following an administrative error which involved failing to deposit the necessary legal documents and plans showing the extent of the proposals at the Wallasey Town Hall One Stop Shop, a further consultation exercise was undertaken during the period of 3 September and 26 September 2014 to ensure anyone affected by the proposals had an opportunity to register any comments.
- 3.4 One letter has been received objecting to the proposed waiting and loading restrictions from residents of no. **134 Boundary Road, Bidston**. The content of the objector's concerns along with a detailed response are as follows:
- 3.5 The Traffic Regulation Order as proposed would prevent parking for blue badge holders in the Birkenhead Market Service Road (whether customers, market stall holders or others) and displace these drivers elsewhere.

**Vehicles except buses and for loading purposes are currently prohibited from travelling through Birkenhead Bus Station, which provides access to Birkenhead Market Service Road, therefore those vehicles which are not exempt and continue to proceed past this point are contravening an existing traffic order. The enforcement of this traffic order is the responsibility of Merseyside Police.**

**The proposed TRO would allow blue badge holders to park within the designated bays for loading and unloading purposes. Enforcement officers would apply longer observation periods and exercise discretion for vehicles displaying a valid blue badge, as it may take longer to load and unload due to restricted mobility.**

- 3.6 At the times when the shops are open it is often impossible for blue badge holder users to find one of the alternative parking spaces available in the area. It is clear looking at the numbers of disabled spaces in the car parks in Birkenhead (compared to the overall numbers) and the numbers of blue badges issued by Wirral Council that there is under provision of spaces for blue badges.

**The existing number of disabled parking spaces within the town centre car parks currently meet approved parking standards set out in the Local Development Framework for Wirral Planning.**

**There are alternative disabled parking facilities available in the following car parks; Europa Square, Oliver Street, The Grange and The Pyramids multi storey car parks. On street disabled parking bays are also available along Conway Street and Burlington Street. Blue badge holders can park free of charge in any marked pay and display bay. This applies both on street and within Council car parks and applies to all bays not just the reserved disabled spaces. Shoppers can park all day for £2 and for free on Sundays in the Pyramids and Grange shopping centre multi storey car parks.**

**Officers consider there are sufficient parking spaces within existing Council and privately owned car parks in close proximity to the Market Hall to accommodate any overspill of blue badge holder parking from Birkenhead Market Service Road.**

- 3.7 Some stall holders are in receipt of a blue badge, therefore can now park in some stretches of the Birkenhead Market Service Road for up to 3 hours. If the proposed TRO is agreed, these disabled stallholders will be restricted to only the hour they are now granted under the sublease.

**The Grange and Pyramids Shopping Centre and Birkenhead Market Hall have requested the Council to introduce these restrictions to assist shop owners and their customers. No objections have been received from either organisation who represent the traders.**

- 3.8 It is understood that a minority of careless drivers who do park in an obstructive way in the Birkenhead Market Service Road and that this can cause problems for commercial traffic wishing to load and unload. However, there are existing powers to traffic wardens and the Police to deal with such matters and the existing blue badge holders parking responsibly shouldn't be penalised for the actions of other drivers and forced to park elsewhere.

**As this is a private road, the existing bays within the Service Road are not currently subject to specific loading / unloading restrictions nor do they have compliant traffic signs / road markings. Wirral Council's Civil Enforcement Officers do not have powers to remove vehicles causing an obstruction.**

- 3.9 Regulation 9 of SI 1996/2489 states that if a proposed TRO prohibits loading and unloading by vehicles of any class for a total distance of more than thirty metres out of fifty metres on one side of any length of road and an objection is made, then a public enquiry has to be held before making such an order.

**Officers propose to modify the draft order by amending the exemption in the proposed loading bays from goods vehicles to all vehicles, making the proposals less restrictive, and removing the application of Regulation 9 and the requirement for a public enquiry to the modified proposal.**

- 3.10 Wirral Council has duties under various pieces of legislation (Equality Act 2010 etc) not to discriminate against the protected minority of disabled people in the way it carries out its procedures and policies. The TRO if agreed would prevent disabled shoppers in receipt of a blue badge parking in the Birkenhead Market Service Road.

**Officers understand the objector's comments about equalities and note that the proposal would allow blue badge holders to park within the designated bays for loading and unloading purposes and exceptions would also apply to vehicles being driven by someone other than the badge holder for the purpose of picking up or dropping off the badge holder. The Council undertakes such traffic regulation proposals taking into consideration the impact on protected groups and investigating any negative impacts arising.**

#### **4.0 RELEVANT RISKS**

- 4.1 The risks arising if this issue cannot be satisfactorily resolved may include impact on the servicing of existing businesses due to the lack of controlled loading facilities for traders and customers.

#### **5.0 OTHER OPTIONS CONSIDERED**

- 5.1 Take no action in relation to this issue. Obstructive / uncontrolled parking would continue to affect loading and unloading operations for traders and customers as outlined in 4.1 above.

#### **6.0 CONSULTATION**

- 6.1 As part of the consultation exercise for this scheme letters and large scale plans were delivered to The Grange and Pyramids Shopping Centre and Birkenhead Market Hall offices for public viewing.
- 6.2 In addition, consultation was undertaken with Party Spokepersons, Ward Members, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel. Following receipt of the objection, discussions between the objector and Council Officers have taken place to try and resolve the objector's concerns. Those concerns have subsequently been carefully considered and are detailed in 3.5 – 4.0 above.

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

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

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

- 8.1 The cost of implementing the recommended waiting and loading restrictions is approximately £9500 and this will be funded by The Grange and Pyramids Shopping Centre and Birkenhead Market Hall.

## **9.0 LEGAL IMPLICATIONS**

- 9.1 If the Highways and Traffic Representations Panel and Regeneration and Environment Policy and Performance Committee approve the authorisation of the scheme then a legal order will be introduced to implement the proposed waiting and loading restrictions, which will enable enforcement to be undertaken by Wirral Council's Civil Enforcement Officers.

## **10.0 EQUALITIES IMPLICATIONS**

- 10.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

Yes – the impact review can be found at the link below.

<http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010-0>

## **11.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS**

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

## **12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

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

## **13.0 RECOMMENDATION/S**

- 13.1 It is recommended that the Panel:

- i) note the objection and that the proposal to introduce waiting and loading restrictions as shown on the attached drawing TD0615b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

## **14.0 REASON/S FOR RECOMMENDATION/S**

- 14.1 The introduction of waiting and loading restrictions along Birkenhead Market Service Road will improve access for vehicles servicing the Grange and Pyramids Shopping Centre and Market Hall and prevent obstructive parking.

**REPORT AUTHOR:** Carl Amos  
Team Leader (Network Management)  
telephone (0151 606 2370)  
email carlamos@wirral.gov.uk

## **APPENDICES**

*Appendix A – Plan TD0615b0 – Proposed Waiting and Loading Restrictions – Birkenhead Market Service Road, Birkenhead*

**BACKGROUND PAPERS/REFERENCE MATERIAL**

None

**BRIEFING NOTES HISTORY**

Briefing Note	Date

**SUBJECT HISTORY (last 3 years)**

Council Meeting	Date





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