



## Highways and Traffic Representation Panel

**Date:** Tuesday, 17 March 2015  
**Time:** 9.30 am

**Venue:** Cabinet Briefing Room - Wallasey Town Hall

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**Contact Officer:** Victoria Rainsford  
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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 WAITING AND LOADING RESTRICTIONS - BIRKENHEAD MARKET SERVICE ROAD (Pages 1 - 8)**
- 3. OBJECTION TO PROPOSED 20MPH SPEED LIMITS, WHITFIELD LANE/DOWNHAM ROAD SOUTH AREA, HESWALL (Pages 9 - 16)**
- 4. OBJECTION TO PROPOSED WAITING RESTRICTIONS - EASTHAM RAKE, EASTHAM (Pages 17 - 22)**

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL 17 MARCH 2015

<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. TD0615b1 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 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 Ward Members were informed.
- 3.2 Consultation letters providing details and extents 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.
- 3.5 Following consideration of the objection, officers remain of the opinion that the proposed TRO is necessary to support the servicing of existing businesses. However, it has also been recognised that there is scope to make modifications without compromising the overall aims of the scheme. The modified proposal as shown on attached drawing no. TD0615b1 increases opportunities for loading particularly for smaller vehicles servicing the Market and also provides a greater distribution of loading facilities around the Service Road. The modified proposal would also allow vehicles of any class to load and unload within the loading only bays along the Service Road, making the proposals less restrictive.
- 3.6 A further consultation on the modified TRO was carried out in January 2015 with those who responded to the original advertisement in July and September 2014, however no objections were withdrawn. The Grange and Pyramids Shopping Centre and Birkenhead Market have been consulted on the modified proposal and support the changes. The content of the objector's concerns along with a detailed response are as follows:
- 3.7 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, and 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. Parking 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 mobility difficulties.**

- 3.8 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 displacement of blue badge holder parking from Birkenhead Market Service Road.**

- 3.9 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.**

3.10 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.**

3.11 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.

**As the modified TRO proposal includes the introduction of additional loading bays, the lengths of no waiting and loading at any time restrictions have been reduced, such that there would be no lengths of loading restriction greater than 30m in any 50m meaning the requirement for a public inquiry is not applicable.**

3.12 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.**

#### **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 Spokespersons, Ward Councillors, 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 The report recommends that the Panel note the objection and that the proposed traffic regulation order modification as shown on the attached drawing TD0615b1 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)  
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## **APPENDICES**

*Appendix A – Plan TD0615b1 – Proposed Traffic Regulation Order Modification - Proposed Waiting and Loading Restrictions – Birkenhead Market Service Road, Birkenhead*

## **BACKGROUND PAPERS/REFERENCE MATERIAL**

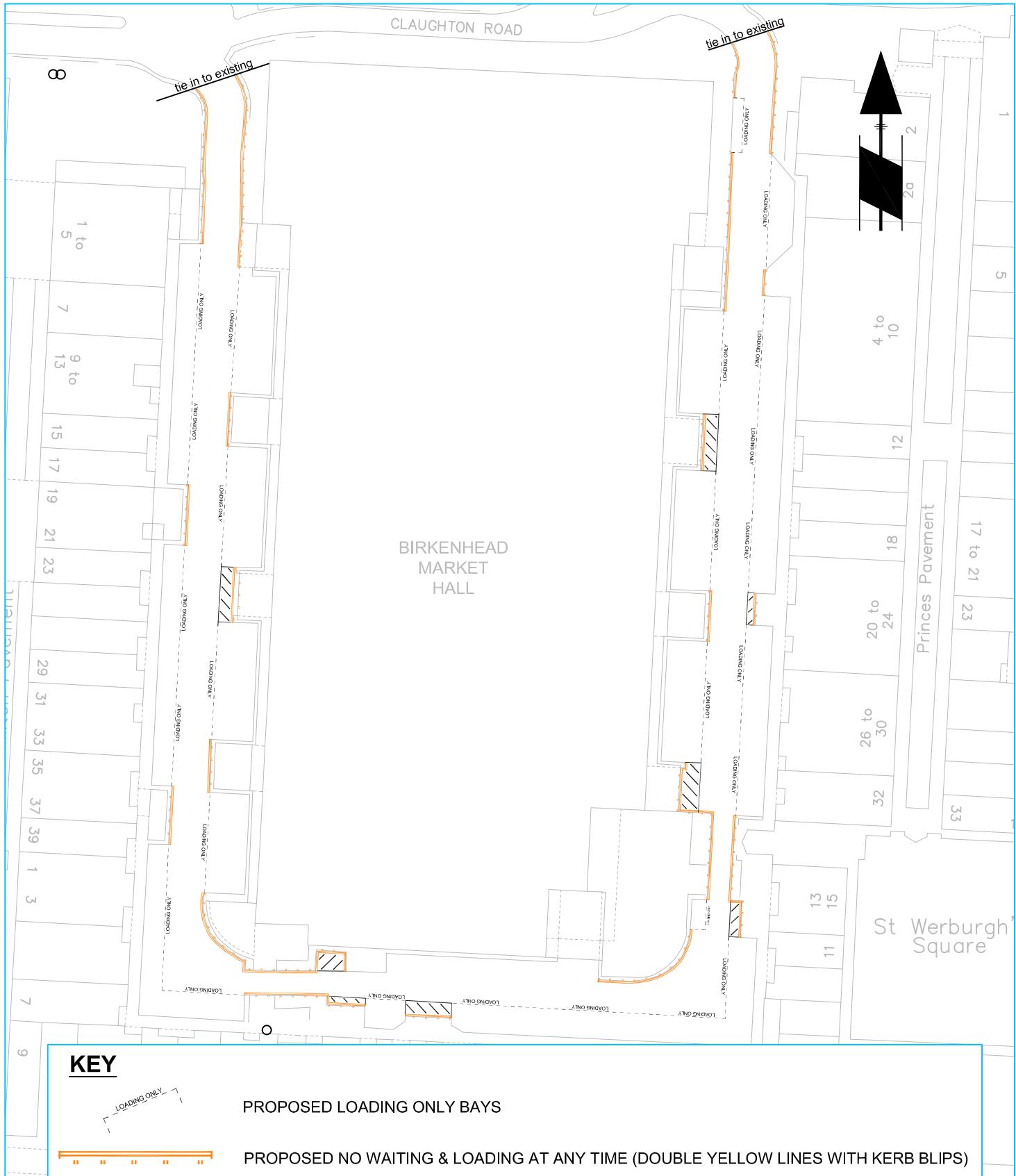
- (i) Local Development Framework for Wirral which can be viewed at [www.wirral.gov.uk/my-services/environment-and-planning/planning/local-development-framework](http://www.wirral.gov.uk/my-services/environment-and-planning/planning/local-development-framework)
- (ii) Existing TRO which is held by the report author

## **BRIEFING NOTES HISTORY**

<b>Briefing Note</b>	<b>Date</b>
None	

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

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



PROPOSED TRAFFIC REGULATION ORDER MODIFICATION  
PROPOSED WAITING & LOADING RESTRICTIONS  
BIRKENHEAD MARKET SERVICE ROAD, BIRKENHEAD  
BIRKENHEAD & TRANMERE WARD

Page 7

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TD0615b1

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL 17 MARCH 2015

<b>SUBJECT:</b>	<b>OBJECTION: PROPOSED 20MPH SPEED LIMIT IN RESIDENTIAL AREAS, WHITFIELD LANE AREA (VARIOUS ROADS), PENSBY</b>
<b>WARD/S AFFECTED:</b>	<b>HESWALL / PENSBY &amp; THINGWALL</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 20mph speed limits on various roads in the Whitfield Lane area, Heswall.
- 1.2 The report recommends that the Panel notes the objection and that the proposals as shown on attached drawing no. TD0635b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 The Integrated Transport Block (ITB) Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to Improving Road Safety and Promoting Active Travel and Health.
- 2.2 At their meetings on 16<sup>th</sup> October 2014, Wirral West (minute 20 refers) and Wirral South (minute 20 refers) Constituency Committees selected and prioritised a list of schemes to be considered as part of the allocated budget for 'Improving Road Safety' and 'Promoting Active Travel and Health'. The recommendations were identified through consultation with a Road Safety Task and Finish Group which consisted of local Ward Councillors, the Constituency Manager and the Road Safety Manager. The group reviewed this list of proposals taking into account cost and feasibility considerations identified by officers.
- 2.3 The Committees agreed to fund the introduction of 20mph speed limits on residential roads in the Whitfield Lane area to form an area based scheme across the Heswall, Pensby and Thingwall Wards.

### **3.0 OBJECTIONS**

- 3.1 The statutory advertising process for the proposal included publication of notices on the roads and in the press on the 17 December 2014, with an objection period from 17 December 2014 to the 14 January 2015. All Party Spokespersons and Ward Councillors were informed.
- 3.2 Consultation letters providing details and extents of the proposals were delivered to over 1400 households directly affected.
- 3.3 One letter has been received objecting to the proposed 20mph speed limit scheme. The content of the objector's concerns along with a detailed response are as follows:
- 3.4 There is no objective evidence to support the proposal. It is based on subjective emotional feelings without hard facts to back it up.

**The scheme has been selected and prioritised jointly by Wirral West and Wirral South Constituency Committees following support from local community representatives and is aimed at delivering road safety and/or active travel / health benefits, in line with the agreed Merseyside Local Transport Plan.**

**A number of local authorities nationally have considered and implemented 20mph speed limits in response to concerns raised by the community. Such measures offer value for money particularly when compared with the higher cost of new infrastructure.**

**There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds. There is also evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.**

- 3.5 The funding would be better spent on maintaining low Council tax or on other higher priority work such as fixing potholes.

**The ITB Capital Programme for 2014/15 provides an allocation of funding to the Neighbourhoods / Constituency Committees. This funding is distributed over two blocks and is earmarked specifically for 'Improving Road Safety' and 'Promoting Active Travel and Health'.**

**Residential 20mph speed limits are a cost effective measure that can be implemented to make streets more attractive for walking and cycling, keep neighbourhoods quieter and better places to live and improve the quality of life in the community.**

### **4.0 RELEVANT RISKS**

- 4.1 Failure to implement the scheme would reduce the opportunity to lower vehicle speeds for a project that has strong community support.

### **5.0 OTHER OPTIONS CONSIDERED**

- 5.1 None identified.

## **6.0 CONSULTATION**

- 6.1 As part of the consultation exercise, letters were delivered to local residents in the vicinity of the scheme informing them of the proposals and a plan of the scheme was also made available for viewing at Pensby Library. In addition, consultation was undertaken with Party Spokespersons, Ward Councillors, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

## **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 all implementation, legal and administrative procedures for the introduction of the 20mph speed limit scheme is approximately £16300 and this will be funded from the Integrated Transport Block Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 that provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to improving road safety and promoting active travel and health.

## **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 20mph speed limits, which will enable Police enforcement to be undertaken.

## **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 The scheme will assist in promoting sustainable modes of transport such as walking and cycling and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint.

## **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 Panel is requested to:

- a) Note the objection received and the Officers' responses; and

b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as shown on attached drawing no. TD0635b0 be approved for implementation.

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

- 14.1 This scheme has been selected and prioritised by Wirral West and Wirral South Constituency Committees following support from local community representatives.
- 14.2 Following detailed assessment by Officers, it was agreed that this location and the existing environment was suitable for the introduction of 20mph speed limits and it would benefit from such a scheme.

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#### **APPENDICES**

*Appendix A – Plan TD0635b0*

#### **BACKGROUND PAPERS/REFERENCE MATERIAL**

*Department for Transport Circular 01/2013 – Setting Local Speed Limits*

#### **BRIEFING NOTES HISTORY**

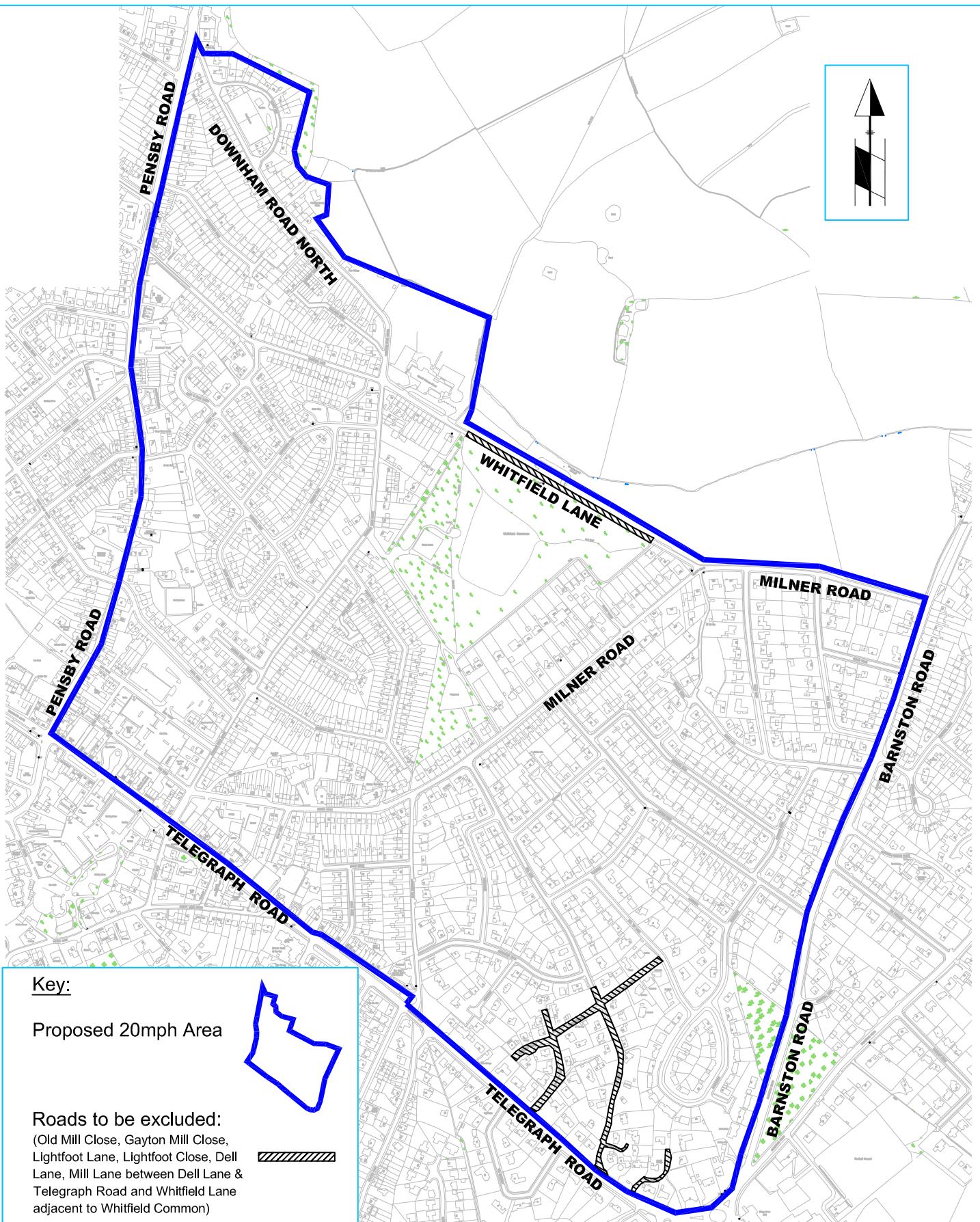
<b>Briefing Note</b>	<b>Date</b>
None	

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

<b>Council Meeting</b>	<b>Date</b>
Wirral West Constituency Committee	16 October 2014
Wirral South Constituency Committee	16 October 2014



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WHITFIELD LANE AREA (various roads)  
 WIRRAL SOUTH CONSTITUENCY COMMITTEE  
 PROPOSED 20MPH SPEED LIMIT

Regeneration & Environment Directorate  
 Cheshire Lines Building Canning Street Birkenhead Wirral CH41 1ND 0151 606 2000

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Page 15

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## WIRRAL COUNCIL

### HIGHWAYS AND TRAFFIC REPRESENTATION PANEL 17 MARCH 2015

<b>SUBJECT:</b>	OBJECTION:PROPOSED WAITING RESTRICTIONS EASTHAM RAKE, BROMBOROUGH
<b>WARD/S AFFECTED:</b>	EASTHAM
<b>REPORT OF:</b>	MARK SMITH, HEAD OF ENVIRONMENT AND REGULATION
<b>RESPONSIBLE PORTFOLIO HOLDER:</b>	COUNCILLOR STUART WHITTINGHAM
<b>KEY DECISION?</b>	NO

#### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers objections submitted against the proposal to introduce No Waiting At Any Time restrictions and an Ambulance Only Parking Bay within Eastham Rake, Eastham.
- 1.2 The report recommends that the Panel notes the objections and that the proposals as shown on attached drawing no. TD0640b0 be recommended to Regeneration and Environment Policy and Performance Committee for approval and implementation.

#### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 The Integrated Transport Block Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to Improving Road Safety and Promoting Active Travel and Health.
- 2.2 At its meeting on 16<sup>th</sup> October 2014, Wirral South Constituency Committee (minute 20 refers) selected and prioritised a list of schemes to be considered as part of the allocated budget for Road Safety. The recommendations were identified through consultation with a Road Safety Task and Finish Group which consisted of local Ward Councillors, the Constituency Manager and the Road Safety Manager. The group reviewed this list of proposals taking into account cost and feasibility considerations identified by officers.
- 2.3 The Wirral south Constituency Committee have proposed to introduce No Waiting At Any Time restrictions on both sides of Eastham Rake between Mill Drive and the Entrance to The Medical Centre Car park and to Introduce a Ambulance Only parking bay within the existing lay by fronting the Medical

Centre, to prevent obstructive and inconsiderate parking and to ensure access is available by ambulances to the Medical Centre during a medical emergency.

### **3.0 OBJECTIONS**

- 3.1 The statutory advertising process for the proposal included publication of notices on the roads and in the press on the 17 December 2014, with an objection period from 17 December 2014 to the 14 January 2015. All Party Spokespersons and Ward Councillors were informed.
- 3.2 Consultation letters providing details and extents of the proposals were delivered to 18 households and businesses directly affected.
- 3.3 One letter of objection has been received from the owner of the delicatessen business adjacent to the Medical Centre on Eastham Rake. The content of the objector's concerns along with a detailed response are as follows:
- 3.4 The objector considers that the proposals will prevent drivers dropping off elderly, infirm or sick children at the Medical Centre and also disrupt deliveries to his business.

The objector also considers the restrictions are not required on both sides of Eastham Rake.

**The scheme has been selected and prioritised by Wirral South Constituency Committee following support from local community representatives and is aimed at delivering road safety, improving sight lines, visibility and accessibility.**

**The Ambulance Only bay is being provided to allow unobstructed access by ambulances to the Medical Centre during emergency situations.**

**Standard exemptions are included within traffic regulation orders to allow loading and unloading of goods and the setting down and picking up of passengers.**

**Limiting the proposed restrictions to one side of Eastham Rake will likely have the effect of displacing parking from outside the Medical Centre to the residential side of Eastham Rake where there are existing reported incidences of inconsiderate and obstructive parking occurring.**

### **4.0 RELEVANT RISKS**

- 4.1 Failure to implement the scheme would reduce the opportunity to reduce congestion and inconsiderate parking in the vicinity of the Medical Centre and possibly reduce ambulance response times to emergency situations within the Medical Centre.

### **5.0 OTHER OPTIONS CONSIDERED**

- 5.1 None identified.

## **6.0 CONSULTATION**

- 6.1 As part of the consultation exercise for this scheme letters were delivered to local residents and businesses in the vicinity of the scheme, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons, Ward Councillors, Cycle Forum, Pedestrian Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.

## **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 restrictions is approximately £2,000 and this will be funded from the Integrated Transport Block Capital Programme for 2014/15 agreed by Cabinet on 13th March 2014 that provided an allocation of £77,750 for each Constituency Committee to be distributed in relation to improving road safety and promoting active travel and health.

## **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 No Waiting at any Time and Ambulance Only Bay Orders.

## **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 The reduction in parking space available in the vicinity of Eastham Rake may assist in promoting sustainable modes of transport such as walking and cycling and thereby support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint.

## **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 Panel is requested to:

- a) Note the objections received and the Officers' responses; and
- b) Recommend to the Regeneration and Environment Policy and Performance Committee that the proposals as shown on attached drawing no. TD0640b0 be approved for implementation.

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

14.1 The scheme has been selected and prioritised by Wirral South Constituency Committee following support from local community representatives and is aimed at delivering road safety and/or active travel / health benefits, in line with the agreed Merseyside Local Transport Plan.

**REPORT AUTHOR:** Paul Barton  
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## **APPENDICES**

*Appendix A – Plan TD0640b0*

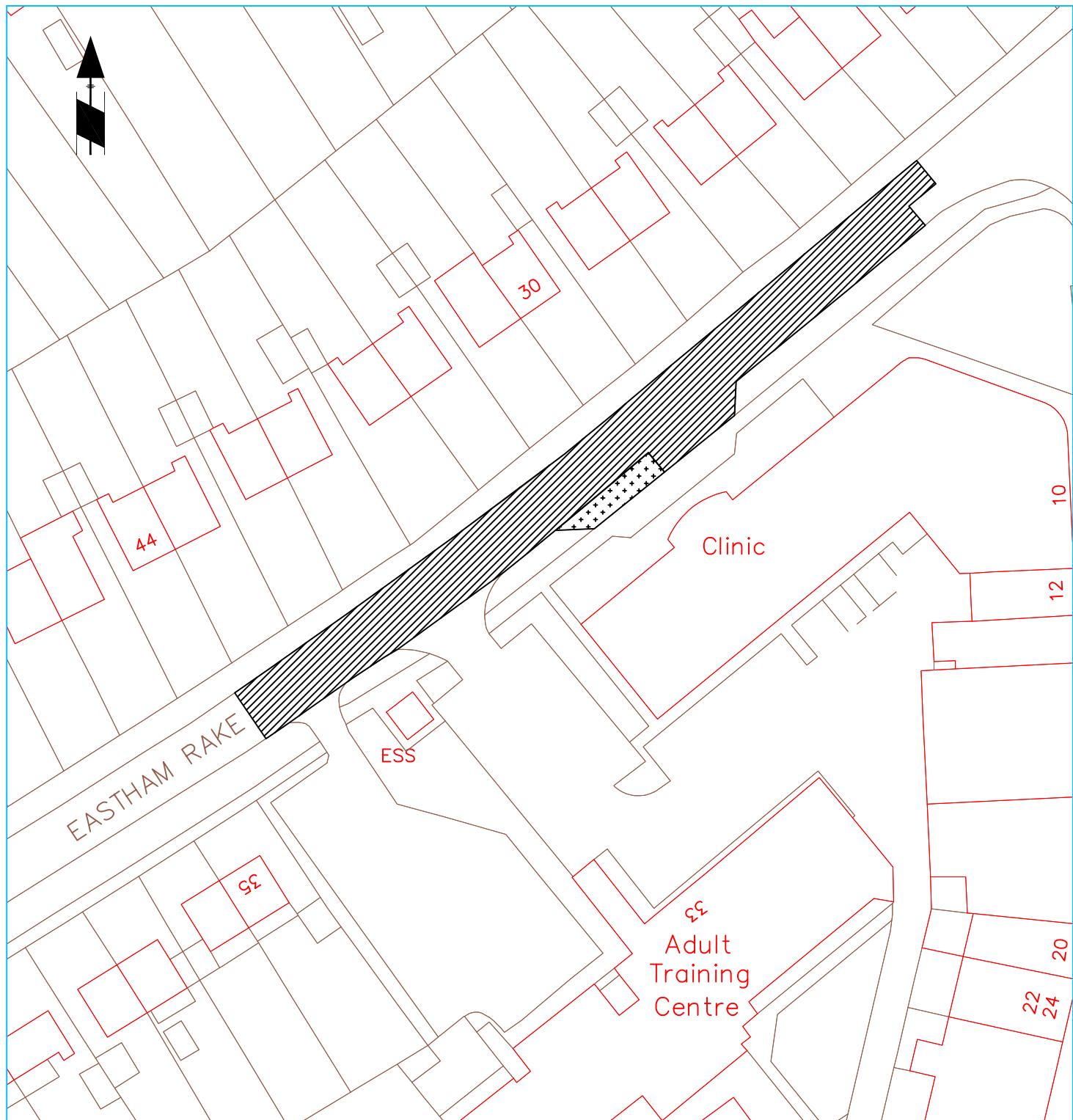
## **BACKGROUND PAPERS/REFERENCE MATERIAL**

## **BRIEFING NOTES HISTORY**

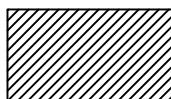
<b>Briefing Note</b>	<b>Date</b>
<b>None</b>	

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

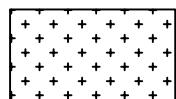
<b>Council Meeting</b>	<b>Date</b>
<b>Wirral South Constituency Committee</b>	<b>16 October 2014</b>



KEY:



Proposed No Waiting at Any Time



Proposed Ambulance Only Parking Place



Regeneration & Environment Directorate

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Objection to Proposed No Waiting at Any Time  
Eastham Rake  
Eastham  
Eastham Ward

Page 21

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