

WIRRAL COUNCIL

HIGHWAY AND TRAFFIC REPRESENTATIONS PANEL – 8 JULY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

PETITION: RESIDENTS PARKING SCHEME - MANOR LANE, WALLASEY

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a petition submitted by the residents of Manor Lane for a residents only parking scheme.
- 1.2 Access to Liscard Primary School and a Sure Start Centre is located on Manor Lane on the opposite side to the proposed residents only parking scheme.
- 1.3 Local residents have written requesting a residents parking scheme and the Headteacher of Liscard Primary School has also written a letter in support of this request; the school is able to demonstrate the vast amount work it has undertaken in order to raise awareness of traffic issues, including parking, around the school.
- 1.4 Officers understand that the request for residents parking has not met all the Criteria for the Introduction and Operation of Residents Parking Schemes (Approved by Cabinet 28 March 2007). However, the situation is unique due to the physical nature of Manor Lane and the recommendation is to allow residents only parking.

2.0 BACKGROUND

- 2.1 Liscard Primary School is a Community Primary School with 58 staff members and approximately 675 pupils. The Sure Start Centre has a maximum of 36 children on site at any one time and 12 staff plus visiting staff members during the day. There was provision for parking in the Sure Start planning process in 2006 and parking exists on the school site for both school and Sure Start staff. However, Sure Start staff arriving at the Centre between the hours of 09:15 and 15:15 are unable to access the school car park as it is locked for the safeguarding of pupils.
- 2.2 Liscard Primary School adopted a School Travel Plan in 2005/06. The school have been active in promoting modes of sustainable transport to staff, parents and service users.
- 2.3 Liscard Primary School became a Bike It school in 2007 and still regularly achieves high numbers of pupils cycling to the school. The Bike It scheme is a Sustrans initiative which aims to promote safe and independent cycling to and from school with pupils arriving energized, excited and ready to learn in a morning.
- 2.4 The school and Sure Start recognise that car parking on Manor Lane is an issue for the local community as well as a safety concern for those accessing the site. The school, together with pupils elected as Junior Road Safety Officers (a scheme administered through Wirral Councils School Travel Plan Team), have held parking campaigns and written to staff, parents and service users to raise these issues of

concern and have requested them not to park at this entrance. In October, 2009, one of the school campaigns was featured in the Liverpool Echo.

- 2.5 Congestion and fears over safety for parents and pupils has been a key concern for the school. These matters are regularly raised with my Department by Members and directly to my School Travel Advisers by the schools action team.
- 2.6 Through a number of site observations at key times, it is apparent that parents, children and drivers are treating Manor Lane as an informal shared space as there is no continuing footway. The majority of vehicles use Manor Lane in one direction, from Penkett Road towards Withens Lane. As there is no restriction to the contrary, some drivers choose the opposite direction, which then often creates congestion and confusion.
- 2.7 The school have written to me in support of a One-way Traffic Order to reduce this congestion. A scheme to facilitate this is included in my proposed programme of measures for Safer Routes to Schools, within the Road Safety Block of the Transport Capital Programme 2010/11.
- 2.8 The request for a One-Way flow has been considered in more detail, and although it could be provided in principle, I consider it would have a detrimental effect on cycling. The school has made great in-roads in promoting the use of cycles and is a Bike-It school and Manor Lane has also been identified as key part of the Wallasey Cycle Network. A mandatory cycle contra-flow could be provided, although this would then have a significant effect on the already limited parking within Manor Lane.
- 2.9 An alternative to a One-Way Order which would restrict the number of vehicles using Manor Lane and significantly reduce congestion would be to prohibit traffic entering Manor Lane from Withens Lane – except for cyclists. Residents emerging from off street parking and cyclists could continue to use Manor Lane in both directions as at present. This scheme is therefore proposed within the Safer Routes to Schools Programme of the Road Safety Block 2010/11 to assist in reducing congestion in Manor Lane near the school, further promote road safety and sustainable transport to school.
- 2.10 Manor Lane has a good road safety record, with no recorded crashes involving injury during the 3 year study period.
- 2.11 On 28th March 2007 Cabinet set out and approved its criteria for the introduction and operation of resident parking schemes. In summary, this criteria (details included within Appendix 1) provides that a minimum of 300 households with at least 80% of the total number of affected properties are in favour of such a scheme, and that it is self funded.

3.0 PETITION

- 3.1 A petition of 30 signatures from local residents has been submitted via a Member requesting the council introduce a residents parking scheme along Manor Lane. Whilst the majority of properties have some form of off street parking, residents of the 9 terraced properties near the school entrance have no alternative off street parking provision.

- 3.2 The lead petitioner has also submitted 8 signatures from residents living on Manor Lane to confirm their commitment to payment for a residents parking scheme (house numbers 2, 4, 6, 8, 10, 12, 16, 18).
- 3.3 The Headteacher from Liscard Primary School has written in support of both the residents' application for a resident parking scheme and the implementation of a one-way system on Manor Lane. The Sure Start Centre Manager has also expressed support for these measures.
- 3.4 Parking survey results from April 2010 reveal the majority of parked vehicles on Manor Lane comprise of local residents, however, a number of vehicles were parked for periods during the morning and / or the afternoon suggesting they were owned by visitors to the lane. A significant number of vehicles were recorded dropping-off or picking-up children from Liscard Primary School at school opening and closing times.

4.0 SUMMARY

- 4.1 The works planned as part of the Safer Routes to School Scheme will not necessarily address the concerns of the petitioners in resolving parking problems on Manor Lane. However, I consider Manor Lane is of a unique layout, significantly restricted in width and has considerable patronage by foot, car and pedal cycle to the adjacent primary school and Sure Start centre.
- 4.2 Existing traffic calming measures already provide a good degree of control for speed outside the school entrance, although the bi-directional flow of traffic and poorly regulated parking within Manor Lane give further rise to safety concerns. Members are asked to consider the residents parking proposal which will compliment the Safer Routes to School Scheme.
- 4.3 Whilst I do not believe a resident parking scheme will prevent parents dropping-off or collecting children from the school, I consider formalisation of the available parking in conjunction with the proposals to introduce a One-Way system may deter some parents from using the lane.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The provision of the residents parking scheme, estimated to cost in the region of £1,000, will be mostly financed by residents at £75 each in accordance with Council Policy.
- 5.2 The cost of the Safer Routes to School Works are estimated to cost in the region of £5,500 and will be financed from the Safer Routes to School Programme within the Road Safety Block 2010/11.

6.0 STAFFING IMPLICATIONS

- 6.1 Existing staff resources will be used for the design and will be used for the supervision of the works.
- 6.2 There are no additional financial or staffing implications arising directly from this report. Future maintenance costs, including enforcement will be met from the annual permit payments by the residents within the scheme (£10 per resident, per year in accordance with Council Policy).

7.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

7.1 The provision of a resident parking scheme in Manor Lane will have a positive effect on assisting disabled, visually impaired persons and persons with prams and pushchairs to cross the road. The proposed scheme meets the aspirations of Equality Impact Assessments, which have been completed for Road Safety, Accessibility, Dropped Crossings and Public Transport.

8.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

8.1 The proposed scheme would have positive health implications, either through improvements in road safety or through encouraging a healthier mode of transport (walking and cycling).

9.0 COMMUNITY SAFETY IMPLICATIONS

9.1 The provision of a residents parking scheme will be of particular benefit to children, the elderly, persons with disabilities and pedestrians in general.

10.0 LOCAL AGENDA 21 IMPLICATIONS

10.1 The scheme will assist pedestrian movements and thereby support a reduction on reliance upon the private motor vehicle – key aims within the Merseyside Local Transport Plan.

11.0 PLANNING IMPLICATIONS

11.1 There are no specific planning implications arising directly from this report.

12.0 ANTI-POVERTY IMPLICATIONS

12.1 There are no specific anti-poverty implications arising directly from this report.

13.0 SOCIAL INCLUSION IMPLICATIONS

13.1 There are no specific social inclusion implications arising from this report.

14.0 HUMAN RIGHTS IMPLICATIONS

14.1 There are no human rights implications arising from this report.

15.0 LOCAL MEMBER SUPPORT IMPLICATIONS

15.1 This report has implications for Members in the Liscard Ward.

16.0 BACKGROUND PAPERS

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

17.0 RECOMMENDATIONS

- 17.1 Panel is requested to note the petition received and the officers' responses and recommend to the Sustainable Communities Overview & Scrutiny Committee that the residents parking scheme be approved for advertisement in Manor Lane, Liscard.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES