

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

21ST MARCH 2012

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

1.0 EXECUTIVE SUMMARY

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

2.0 BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 RELEVANT RISKS

3.1 None identified.

4.0 OTHER OPTIONS CONSIDERED

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

5.0 CONSULTATION

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

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

6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

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

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

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

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

8.0 LEGAL IMPLICATIONS

8.1 There are no implications under this heading.

9.0 EQUALITIES IMPLICATIONS

9.1 Equality Impact Assessment (EIA).

(a) Is an EIA required

No

10.0 CARBON REDUCTION IMPLICATIONS

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

11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

12.0 RECOMMENDATIONS

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

13.0 REASONS FOR RECOMMENDATION

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

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APPENDICES

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

REFERENCE MATERIAL

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

SUBJECT HISTORY (last 3 years)

Council Meeting	Date