

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

13TH SEPTEMBER 2012

SUBJECT:	OBJECTION: CYCLING STRATEGY / SAFER ROUTES TO SCHOOL SCHEME – MANOR LANE & WITHENS LANE, LISCARD & NEW BRIGHTON
WARD/S AFFECTED:	LISCARD & NEW BRIGHTON WARDS
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	STREETSCENE AND TRANSPORT SERVICES COUNCILLOR HARRY SMITH
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers an objection submitted against the proposal to introduce a 'No Entry' Traffic Regulation Order at the junction of Manor Lane and Withens Lane, Liscard.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 On 15th March 2012 Cabinet considered and approved the provision of £4,000 funded from the 2011/12 Local Transport Capital Programme - Safer Routes to School Programme within the Road Safety Block.
- 2.2 A number of site observations undertaken at key times, revealed that parents, children and drivers were treating Manor Lane as an informal shared space, as there is no footway present. 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 to enter Manor Lane from its junction with Withens Lane in the opposite direction, which then creates congestion.
- 2.3 The school originally wrote to the council in support of a 'One Way' order, as they believed it would reduce congestion.
- 2.4 The request for a One-Way Order 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 progress in promoting the use of cycles and is a 'Bike-It' school. Manor Lane is also identified as a key part of the Wallasey Cycle Network. A mandatory cycle contra-flow could not be provided, as this would then have a significant effect on the already limited parking within Manor Lane.

- 2.5 An alternative to a One-Way Order 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.
- 2.6 This scheme was originally 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 and children's centre and further promote road safety and sustainable transport to the school.
- 2.7 Manor Lane has a good safety record, with no recorded accidents involving personal injury during the current 3 year study period.
- 2.8 Following detailed design, letters were delivered to residents of properties in the vicinity of the proposed scheme informing them of the proposal. Notices were erected on-site and Party Spokespersons and Ward Members were informed.
- 2.9 During this consultation period, one unresolved objection was received from No. 4 Manor Mews off Manor Lane. The content of the objection along with a detailed response are as follows: -
- 2.10 We find it unfair that we who actually live in the Lane are being punished for the bad driving of parents picking up their children. On the odd occasion when I have come down the Lane and have been caught in human traffic and cars coming towards me, the first thing I do is crawl at a snail pace to let passing cars and people safely past.

The proposed layout of this scheme aims to formalise traffic manoeuvres within Manor Lane by reducing congestion whilst also avoiding conflict between vehicles and pedestrians as detailed in paragraph 2.5.

- 2.11 To say that 2 way traffic is a problem. We think is wrong. The problem is cars in general. To have everyone going only one way will increase traffic flow from Penkett Road end bringing more danger to children particularly because walking home down the lane they can't see what's behind them.

It is not proposed to introduce a 'One Way' Traffic Regulation Order in Manor Lane as part of this scheme. Although the layout of the scheme aims to encourage motorists who visit Manor Lane to treat it as if it were a 'one way' road, residents will still be able to drive in either direction along Manor Lane. The only restriction to all motorists is that they will not be permitted to enter Manor Lane from its junction with Withens Lane.

- 2.12 We feel the correct solution would be to completely ban cars except for access for residents, or alternatively if you insist on the proposed scheme then we feel as residents that we should be able to have access, which can be displayed on the road signs.

With all 'Safer Routes to School' schemes we endeavour to encourage parents and carers to walk with their children to school. However, it is recognised that the school will continue to generate traffic and with this scheme we aim to formalise the traffic manoeuvres that occur within Manor Lane. It is not intended to introduce an "Access Only" Traffic Regulation Order. This Order would be difficult to enforce as parents and carers in vehicles would have a right to

access Manor Lane to drop off their children. The Traffic Signs Regulations and General Directions 2002 do not permit the erection of a sign assembly restricting access ‘ except for residents’.

3.0 RELEVANT RISKS

- 3.1 Failure to implement the scheme will diminish the ability to reduce congestion in Manor Lane near the school and children’s centre and further promote road safety and sustainable transport to the school.

4.0 OTHER OPTIONS CONSIDERED

- 4.1 Officers had originally considered the provision of a One Way Traffic Regulation Order to regularise traffic movements within Manor Lane. However in addition to having a greater impact on residents, a One Way Order would prevent pedal cyclists using Manor Lane from Withens Lane to Penkett Road.

5.0 CONSULTATION

- 5.1 As part of the consultation exercise for this scheme letters were delivered to seventy local residents informing them of the proposals. In addition, consultation was undertaken with Liscard Primary School, Party Spokespersons, Ward Members, the Cycle Forum, the Pedestrian Forum, the Emergency Services, the Freight Transport Association, the Road Haulage Association and Merseytravel. Notices were also posted on site.
- 5.2 One objection was received as a result of the public consultation exercise. The points raised by the objector have been carefully considered and is concluded by Officers that the benefits that the scheme provides outweigh the objection raised and that the objection should not prevent the scheme from going ahead.

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 cost of the Safer Routes to School Works are estimated to cost in the region of £4,000 and will be financed from the Safer Routes to School Programme within the Road Safety Block.
- 7.2 Existing staff resources will be utilised in the progression of this scheme.

8.0 LEGAL IMPLICATIONS

- 8.1 The statutory consultation process has been followed in developing this scheme.

9.0 EQUALITIES IMPLICATIONS

- 9.1 The proposed scheme is included within the 2012/13 Transport Capital Programme approved by Cabinet on 15th March 2012 for which an Equalities Impact Assessment has already been undertaken.

10.0 CARBON REDUCTION IMPLICATIONS

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

11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

12.0 RECOMMENDATION/S

12.1 The report recommends that the Panel note the objection and that the proposed scheme consisting of a 'No Entry' restriction with the exception of cycles at the junction of Manor Lane and Withens Lane as shown on the attached Drawing No. 3573 be recommended to Sustainable Communities Overview and Scrutiny Committee for approval and implementation.

13.0 REASON/S FOR RECOMMENDATION/S

13.1 The proposed scheme aims to improve safety within Manor Lane by formalising access into Manor Lane by the introduction of a 'No Entry' Order at the junction of Withens Lane and Manor Lane.

13.2 Officers had originally considered the provision of a One Way Traffic Regulation Order to regularise traffic movements within Manor Lane. However in addition to having a greater impact on residents, a One Way Order would effectively prevent pedal cyclists using Manor Lane from Withens Lane to Penkett Road.

13.3 Manor Lane is part of the proposed Wallasey Cycle Network. If cyclists were to be prohibited from using Manor Lane then this would be contrary to the Wallasey Cycle Network route. They would then have to use Manor Road as an alternative, which carries significantly more traffic.

13.4 Staff at Liscard Primary School have raised concerns over traffic conditions within Manor Lane at key school times. A number of near miss accidents have been reported to the Head Teacher and during a site visit Officers witnessed one such event.

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APPENDICES

Drawing No. 3573 indicating the proposed layout of the Traffic Regulation Order.

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