

# WIRRAL COUNCIL

## HIGHWAYS AND TRAFFIC REPRESENTATIONS PANEL

11 SEPTEMBER 2013

<b>SUBJECT:</b>	<b>PETITION: PARKING AND SPEEDING IN BEN NEVIS ROAD, TRANMERE</b>
<b>WARD/S AFFECTED:</b>	<b>PRENTON WARD</b>
<b>REPORT OF:</b>	<b>MARK SMITH, HEAD OF ENVIRONMENT &amp; REGULATION</b>
<b>KEY DECISION?</b>	<b>NO</b>

### 1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 44-signature petition submitted by a Ward Member in July 2012 regarding parking and speeding in Ben Nevis Road, Tranmere.
- 1.2 The report concludes that it would not be appropriate to implement any traffic management action at the current time.

### 2.0 BACKGROUND AND KEY ISSUES

- 2.1 A Ward Member submitted a 44-signature petition on 2 July 2012. The petition states that residents are “fed up with customers of The Wiend [sic] shops taking our parking places and speeding through our street.” The petition requests that solutions to the problem be explored; including a prohibition of entry into the road at “The Wiend” [sic] end, similar to that introduced on adjacent Snowden Road as part of a recent traffic signal scheme at that junction.
- 2.2 Although the petition mentions “The Wiend”, the shops and junction in question are actually on Mount Road.
- 2.3 The petition was considered by the Oxton and Prenton Area Forum and a sum of £2,000 was set aside from the Area Forum budget to implement a prohibition of entry Traffic Regulation Order (TRO) with associated traffic signs.
- 2.4 Prior to carrying out formal notification of any proposals, Officers from the Traffic & Transportation Division carried out an initial informal consultation with residents of Ben Nevis Road regarding the provision of a TRO in order to measure local support for the proposal. Two objections were received from residents of Ben Nevis Road who were concerned at the implications that such an order would have on access to their properties. Drawing DR&E/613A indicates the extent of this initial consultation.
- 2.5 Following those objections, traffic surveys were carried out on the road that indicated a relatively low number of vehicles entering from Mount Road during peak times (average 24 each hour). A significant proportion of those vehicles (average 9 each hour) were noted as parking up whilst the driver / passenger visited the nearby shops.
- 2.6 Mount Road, fronting the shops, includes a parking lay-by approximately 50 metres in length, which is controlled by a limited waiting traffic order and which is generally well utilised by drivers. There are a variety of shops within this stretch, including a convenience store, bakery, bank and newsagents which benefit from the lay-by but

also no doubt from the customer parking that takes place in Ben Nevis Road. Drawing DR&E/6/13B indicates waiting restrictions in the vicinity of Mount Road junction.

- 2.7 At a meeting on 25 October 2012, Planning Committee granted outline planning approval (subject to a Section 106 legal agreement) for a residential development on Ingleborough Road that included a requirement for the developer to fund the introduction of a 20mph scheme in the surrounding streets, including Ben Nevis Road.
- 2.8 The personal injury accident records for the area have been scrutinised for the latest three-year period available and they indicate that there have been no recorded injury accidents in the area that might have been prevented by the provision of the TRO requested by the petitioners.
- 2.9 Given the relatively low number of vehicle movements and the high proportion of those stopping to visit nearby shops, which aids in the financial viability of those shops, I consider that it would not be appropriate to implement a prohibition of entry order on Ben Nevis Road as requested by the petitioners.
- 2.10 This decision was discussed with the lead petitioner who still felt a traffic order to be necessary and was unwilling to withdraw the petition on that basis. Hence the requirement for this report, in line with the Council's policy on dealing with petitions.

### **3.0 RELEVANT RISKS**

- 3.1 There are low vehicle flows and traffic speeds in Ben Nevis Road and the road has a good accident record. The impact of not taking the action requested is likely to be negligible because the existing traffic conditions would not alter. If an order were to be implemented, there would be a risk of increased traffic flow on parts of the adjacent highway network as drivers seek alternative routes, in addition to the risk to the financial viability of the nearby shops.

### **4.0 OTHER OPTIONS CONSIDERED**

- 4.1 None identified. Although the implementation of a 20mph speed limit in Ben Nevis Road and surrounding streets would be funded by developer contribution if and when the Ingleborough Road scheme is progressed.

### **5.0 CONSULTATION**

- 5.1 Discussions and correspondence have taken place with the lead petitioner, Ward Member and some residents of Ben Nevis Road.

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

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

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

- 7.1 There are no specific implications under this heading arising from the recommendation of this report. The implementation of a 20mph speed limit in Ben Nevis Road and surrounding streets would be funded by developer contribution if and when the Ingleborough Road scheme is progressed.

### **8.0 LEGAL IMPLICATIONS**

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

## **9.0 EQUALITIES IMPLICATIONS**

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

(b) No because there is no relevance to equality.

## **10.0 CARBON REDUCTION IMPLICATIONS**

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

## **11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS**

11.1 There are no specific implications under this heading arising from the recommendation of this report. However, the implementation of a 20mph speed limit in Ben Nevis Road and surrounding streets would be funded by developer contribution if and when the Ingleborough Road scheme is progressed.

## **12.0 RECOMMENDATION**

12.1 Panel is requested to:

(1) Note the petitioners concerns regarding parking and speeding in Ben Nevis Road and the recommendation of this report that it would not be appropriate to implement traffic management measures at this time;

(2) Therefore recommend to Regeneration and Environment Policy and Performance Committee that no further action be taken in respect of this petition.

## **13.0 REASON/S FOR RECOMMENDATION/S**

13.1 The numbers of vehicles surveyed entering Ben Nevis Road from Mount Road is relatively low and a significant proportion of those vehicles parked in Ben Nevis Road whilst the driver / passenger visited the nearby shops. Therefore, the implementation of a prohibition of access is not justified in numerical terms and might also impact on the financial viability of the nearby shops.

### **REPORT AUTHOR:**

Keith Rodgers  
Principal Assistant Engineer  
Telephone: (0151) 606 2101  
Email: [keithrodgers@wirral.gov.uk](mailto:keithrodgers@wirral.gov.uk)

## **APPENDICES**

Drawing No DR&E/6/13A indicates Ben Nevis Road in the context of its surroundings and highlights properties included in the initial consultation.

Drawing No DR&E/6/13B indicates waiting restrictions in the vicinity of Ben Nevis Road / Mount Road junction.

## **REFERENCE MATERIAL**

*(Include background information referred to or relied upon when drafting this report, together with details of where the information can be found. There is no need to refer to publicly available material: e.g. Acts of Parliament or Government guidance.)*

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

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

