

WIRRAL COUNCIL

HIGHWAYS AND TRAFFIC REPRESENTATION PANEL

16 JULY 2014

SUBJECT:	PETITION: AGAINST “EXCEPT FOR ACCESS” ROAD, WOODCHURCH ROAD / STORETON ROAD, OXTON
WARD/S AFFECTED:	OXTON WARD AND PRENTON WARD
REPORT OF:	MARK SMITH, HEAD OF ENVIRONMENT & REGULATION
KEY DECISION? <i>(Defined in paragraph 13.3 of Article 13 ‘Decision Making’ in the Council’s Constitution.)</i>	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report considers a 20 signature petition regarding the impact of a “no motor vehicles, except for access” traffic regulation order that has been introduced on the service road at the junction of Woodchurch Road / Storeton Lane.
- 1.2 The report concludes that it would not be appropriate to implement any traffic management action in respect of the petition.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 A Ward Member submitted a 20 signature petition to a meeting of the Council on 15 July 2013. The petition has been signed by residents and businesses on the south side of Woodchurch Road between Storeton Road and Moss Lane and outlines the impact upon them of a “no motor vehicles, except for access” traffic regulation order (TRO) that has been introduced on the service road at the junction of Woodchurch Road / Storeton Lane.
- 2.2 The petition requests that a resident parking scheme be introduced on the south side of Woodchurch Road between Storeton Road and Moss Lane, that it is incorporated into the Tranmere Rovers Resident Parking Scheme, that provision is made to allow customers for the businesses to park and that a formal car park be constructed based around the existing allotment access within Oxtan Fields adjacent to “Rightway”.
- 2.3 The appended drawing indicates the addresses that were signatories to the petition, the extent of the “no motor vehicles, except for access” TRO and the location of the allotment access and the parking lay-bys.
- 2.4 The TRO that is the subject of this petition was introduced in June 2013 and prohibits motor vehicles from entering the service road fronting 57 to 67 Storeton Road and 270 to 240 Woodchurch Road, except to gain access to

properties within that service road. It was introduced following investigations into a petition submitted by a Ward Member to a meeting of the Council on 16 April 2012 raising issues that included concerns regarding rat running vehicles using the service road to avoid the traffic signal junction of Woodchurch Road / Storeton Road. Surveys carried out at the time indicated that rat running was occurring and that action, in the form of a TRO, was appropriate. Implementation of the TRO was funded through the Local Area Forum budget. Merseyside Police are the enforcing authority for this type of TRO; the Council's Civil Enforcement Officers cannot enforce it.

- 2.5 As a consequence of this TRO, residents and businesses on the opposite side of Woodchurch Road (south side, between Storeton Road and Moss Lane) can no longer enter the service road to park up without contravening the order. Parking in the service road is seen as a necessity by those residents and businesses due to the limited availability and unrestricted nature of on-street parking in the lay-bys on their section of Woodchurch Road. The availability of space for residents and customers within these lay-bys is affected by long term parking related to commuters, nearby businesses and football matches and other events held at Prenton Park.
- 2.6 An Officer from the Traffic and Transportation Division has been in discussion with the lead petitioner regarding the options suggested in the petition and has explained current Council policy with regard to resident parking schemes. The primary issues are that all requests for resident parking schemes must demonstrate overwhelming support and agreement to charging and schemes should normally involve at least 300 households (Cabinet decision 16 August 2007).
- 2.7 It is apparent from discussions with the lead petitioner that the residents and businesses involved in this petition would not support charging for implementation of a scheme and that there are just 10 households involved.
- 2.8 The estimated cost of implementing a scheme at this location would be approximately £1,500. Potentially, if the funding issue could be overcome, it may be possible to incorporate this location into the wider Tranmere Rovers Resident Parking Scheme, which would overcome the issue around the number of households involved. If a scheme were to be implemented the businesses would not qualify for permits although the scheme could include an allowance for non-permit holders to park for a limited period, which would benefit customers of those businesses.
- 2.9 With regard to the suggestion that a car park be constructed within Oxton Field, there is no identified budget for such a measure. In addition, the loss of green space that would be required to facilitate this is unlikely to be acceptable and there would be safety issues from the intensification of use of the access onto Storeton Road that such a car park would create.

3.0 RELEVANT RISKS

- 3.1 The risks arising if this issue cannot be satisfactorily resolved may include:

- a. Impact on the financial viability of existing businesses due to the lack of convenient parking space for customers.
 - b. Impact on relations between neighbours, visitors, businesses, etc vying for limited unrestricted parking space within the lay-bys.
 - c. Impact on the amenity of residents unable to park within close proximity of their houses on a frequent basis.
- 3.2 The risks arising if funding could be secured to progress a resident parking scheme may include:
- a. Creation of a precedent increasing the expectations of residents elsewhere within the Borough experiencing similar issues.
 - b. Businesses would not be issued with permits, therefore staff employed in those businesses would need to park elsewhere.
 - c. There may be insufficient space within the existing lay-bys to cater for all vehicles registered to properties on that stretch of road that could qualify for a permit.
 - d. Incorporating these properties into the wider Tranmere Rovers Resident Parking Scheme may lead to an increase in parking demand in nearby streets that are part of the same scheme.
 - e. There would be an increase in street furniture related to signing of the resident parking scheme.

4.0 OTHER OPTIONS CONSIDERED

- 4.1 The other options considered are as follows:
- a. To implement a resident parking scheme for the properties in question and incorporate it into the wider Tranmere Rovers Resident Parking Scheme, funding it from the Traffic Signs Revenue Budget. Doing so would not comply with current Council Policy and would create a significant precedent for the Council in respect of requests for resident parking schemes from elsewhere within the Borough, which are received on a regular basis and which could not be met within existing resources. In addition, the Tranmere Rovers scheme regulates parking only during those times when football matches are being played which would not mitigate against the parking that is of concern to the petitioners.
 - b. To seek funding from the relevant Constituency Committee's budget, however the policy regarding funding by residents themselves is a Council Policy therefore it is unlikely to be appropriate for funding to come from the Constituency Budget. It would also create the same precedent for the Constituency Committees as mentioned in the above bullet point (a).
 - c. To seek third party funding, however no such offer of funding has come forward.

5.0 CONSULTATION

- 5.1 Discussions and correspondence have taken place with the Ward Member, lead petitioner and other residents and businesses of Woodchurch 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.

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.

12.0 RECOMMENDATION

12.1 Panel is requested to:
(1) Note the petitioners request for a resident parking scheme on Woodchurch Road and the construction of a car park on Oxton Fields, but agree that neither of these suggestions are viable for the reasons stated in this report.
(2) 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 request for a resident parking scheme does not meet the Council's Policy in that it does not have overwhelming support from residents to fund the implementation of a scheme.

13.2 The request for a car park within Oxton Fields is not viable due to lack of identified funding, impact on existing green space and safety issues that would be created by an intensification of use of the existing access onto Storeton Road.

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APPENDICES

(List and, if not attached, specify location – e.g. website and/or Group rooms.)

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)

Council Meeting	Date