

**HIGHWAYS & TRAFFIC REPRESENTATIONS PANEL
17 DECEMBER 2018**

REPORT TITLE:	PROPOSED PARKING RESTRICTIONS - MEMORIAL DRIVE / ARCHWAY CLOSE, TRANMERE
REPORT OF:	INTERIM DIRECTOR – HIGHWAYS & STREETSCENE

REPORT SUMMARY

This report considers objections submitted against the proposal to introduce a scheme of parking restrictions on Memorial Drive and Archway Close (Bellway Homes Mallory Park Housing Development), Tranmere.

The report recommends that the Highways & Traffic Representations Panel notes the objections and recommends that the proposal as shown on drawing no. TD0749b0 (Appendix 1) is approved for implementation.

RECOMMENDATION/S

The Highways and Traffic Representations Panel is requested to:

- (i) Note the report and the objections received; and
- (ii) Recommend to the Cabinet Member that the proposed scheme to introduce parking restrictions as shown on drawing no. TD0749b0 shown in Appendix 1.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 Whilst the objections are noted, and their concerns considered, the introduction of parking restrictions would assist in controlling parking on days and times when matches are being played and speculative parking is more likely to occur as there is an increased number of motor vehicles in the locality who would be attending Tranmere Rovers Football Club to watch a football match. The restrictions would be concurrent with the existing Tranmere Rovers match day times and dates that are in the wider area and are of a similar nature to roads that are in the immediate locality. The restrictions would only be enforced on a match day on a day and times set out within the order.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The other options that were considered during the planning process for the Bellway Homes development were as follows:
- a. Do nothing as all the properties have off street parking. The location is within close proximity to Tranmere Rovers Football Club and to do nothing could result in additional parking being generated on these roads on match days causing an obstruction with the Council being unable to take any action.
 - b. Introduce permits for residents of the Mallory Park Estate. With the road being narrow, having multiple bends, private shared accesses (Appendix 2) leading to off street parking (shown in blue), all properties having a minimum of 2 off street parking places (shown in magenta) there is very little scope to engender on street parking as it would lead to obstruction of the highway and on mass provide an allocation of permits.

3.0 BACKGROUND INFORMATION

- 3.1 An outline planning application (OUT/12/00824) was approved during March 2015 and reserved matters application (DLS/15/00800) approved during September 2015. When the finalised road layout was approved discussions with the developer resulted in signing and lining being agreed which would need to follow the legal traffic order procedure. The planning process does not condition traffic regulation orders (TRO) and when under delegated powers we agree to advertise parking restrictions and formal consultation takes place, residents would then be notified of the possible introduction of a TRO and given the opportunity to make comment and or object.,
- 3.2 The properties on the new housing development are located within a wider area for which people park their vehicle that would be going to watch Tranmere Rovers. The people going to the matches may be local (Wirral residents) or supporters of other clubs and would undoubtedly look to find somewhere to park which is nearby and would feel as though it is safe to park.

As these roads within the housing development have no restrictions and are within close walking distance it is an attractive location for non-residents trying to park their vehicles. This does not mean that parking by non-residents here would be encouraged or that supporters would on mass head to this location.

- 3.3 It is unrealistic to think that we could prevent match day parking from being generated or no one would consider these roads to be a good place to park. Therefore after the road layout for the Bellway Homes housing development had been approved it was agreed with the developer who would pay a contributed sum that a traffic order be introduced for parking restrictions which are the same times and days as the other parking restrictions in the surrounding roads. The introduction of this traffic order is not a resident parking scheme. It is restrictions to prevent obstructive and inconsiderate parking occurring at times when there would be more people in the area trying to park their vehicles and the areas that are to be left unrestricted (shown in green) are not parking bays. In some cases a resident may be able to park across their own driveway and there would be an onus on the driver when parking on these unrestricted sections of road not to park where they are causing an obstruction to another resident's driveways.
- 3.4 Resident (permit) parking schemes are an accepted method for providing on street parking where properties have no / limited off street parking and there is on-street parking which is available for anyone to park. Additionally resident parking schemes are not an appropriate method for providing on-street parking if the residents have more cars than off street parking space. There is a responsibility on the property owner to manage their own parking and consider the area for which they live. With the road being narrow, having multiple bends, private shared accesses (Appendix 2) leading to off street parking (shown in blue), all properties having a minimum of 2 off street parking places (shown in magenta), there is not sufficient kerbside space available to mark out parking bays without conflicting with existing driveways.
- 3.5 It should also be noted that for all the roads within the bounds of the Tranmere Rovers residents parking scheme the Council has never been the issuing body for visitor's permits. Until recently the issuing of visitor permits has been traditionally provided by the Residents Association and now through Chris Cooke on behalf of the Green Party. The decision on which properties/residents would receive a visitor permit would rest with the issuing body and not with the Council.
- 3.6 Without the introduction of a traffic order the area can become known as somewhere to park on match days and these people may park on bends, junctions and obstruct the passage of vehicles along the road. Sometimes the only method to control parking is with a TRO. The Council can deploy its civil enforcement officers to take action against those motorists who have parked in contravention to an existing TRO. Without the existence of a TRO the council has very limited powers in dealing with nuisance parking and is unable to issue penalty charge notices to persons who park causing an obstruction.

4.0 OBJECTIONS

- 4.1 The statutory advertising process for the proposal to introduce a scheme of parking restrictions with Memorial Drive and Archway Close included publication of notices on the roads and in the press on the 22 August 2018, with an objection period from 22 August 2018 to the 14 September 2018. All party Spokepersons and Ward Members were informed.
- 4.2 Letters were hand delivered to 90 properties within the Mallory Park estate. During the consultation 6 individual objections were received. One additional objection was received after the end of the consultation period and this has also been considered. The content of the objector's concerns are as follows:
- 4.3 Objector one is concerned that they would not be able to have visitors in the times and dates set out. Other roads in the surrounding area receive permits for residents and visitors and consider most of these to have driveways as well.

In response:

The restrictions would only be enforceable on match days. The number of home league games is 23 and there would be an additional number of cup games that may also be played during the season. In a typical month between August and May there are three to four home games. With one to two games on a Saturday per month and one to two games being played mid-week. As the restrictions would only be for match days these parking restrictions should have a very limited effect on visitors being able to park within these roads during the period August to May. During July and August parking would be unrestricted.

Within Memorial Drive and Archway Close there will be sections of unrestricted parking where visitors would be able to park provided they do not obstruct another resident's driveway. Roads with driveways have limited areas where on street parking is available and this would be on a first come first serve basis.

Whilst it is correct that some roads in the surrounding areas have permits for residents and visitors some of the roads do not. The area of housing located on the other side of Ingleborough Road (Malvern Grove) does not have permit parking bays and in part has restrictions to prohibit parking on the same times and dates as set out in this proposal. In the roads which do have parking bays there is available kerbside for vehicles to park without obstructing another resident's driveway.

The Council does not issue permits for visitors as this has been traditionally provided by the Residents Association and now through Chris Cooke on behalf of the Green Party. If Mr Cooke was to issue visitor permits to the residents of Memorial Drive and Archway Close this would allow visitors to park in any of the roads within the Tranmere Rovers residents parking scheme on match days.

- 4.4 Objector two has the same concerns as objector one and has also stated that they have 4 cars

In response:

There is a responsibility on residents to manage their on and off street parking. The restrictions that are being proposed are for match days only and at all other times residents who have multiple car ownership would need to ensure that vehicles parked on street are not causing an obstruction, parked on bends and outside another residents driveway. The restrictions that have been proposed would assist in preventing parking that is likely to cause an obstruction.

- 4.5 Objector three agrees that some sort of parking regulation be introduced, however in contrary they also state that all residents would like no restrictions to be introduced at all. They are concerned that they did not realise that the estate could be subject to parking restrictions when they moved into the property and if parking restrictions were introduced that they would have to park their car elsewhere in the evening then walk back and return to bring their vehicle back after the restrictions had ended and it was an unsafe area to be in late at night. They also had similar concerns shared by objector two in that some residents had 3 or 4 cars. They also believe it is against their human rights not to have parking for visitors and the Council has not taken into consideration of their rights and health needs.

In response:

The properties on the new housing development are located within a wider area for which people park their vehicle that would be going to watch Tranmere Rovers. In order to drive into the development from one of the ancillary roads you would have to pass parking restrictions for residents parking and or restrictions which are concurrent with this proposal.

With new housing developments the specific detail of TROs may not be available to residents when they purchase properties as it is only when the proposal is approved for advert that we would then follow the TRO procedure and consult with residents.

As already set out, the proposals were being proposed for match days only and there are sections of unrestricted parking where motorists could park within Memorial Drive and Archway Close and this would be on a first come first serve basis. As with other locations when restrictions are in force residents would need to park where there is available parking. There are no stipulations or regulations that residents must be able to park outside or near to their property.

- 4.6 Objector four is concerned that the restrictions are across their drive and visitors could be issued penalty notices for parking and something should be put in place for visitors.

In response:

As set above the restrictions would only be enforceable on match days. The number of home league games is 23 and there would be an additional number of cup games that may also be played during the season. In a typical month between August and May there are three to four home games. With one to two games on a Saturday per month and one to two games being played mid-week. As the restrictions would only be for match days these parking restrictions should have a very limited effect on visitors being able to park within these roads during the period August to May. During July and August parking would be unrestricted.

Within Memorial Drive and Archway Close there are sections of unrestricted parking where motorists could park and this would be on a first come first serve basis. As with other locations when restrictions are in force visitors would need to park where there is available parking.

- 4.7 Objector five has the same concerns as objector one. They also state they have not had any problems with football supporters parking in the road but that other roads may of.

In response:

The present situation is that the road has no restrictions in it and is within a wider area for which people park their vehicle that would be going to watch Tranmere Rovers. As there are no restrictions we are unable to prohibit parking on bends, junctions and obstructing the passage of vehicles along the road. Without the existence of a TRO the Council has very limited powers in dealing with nuisance parking and is unable to issue penalty charge notices to persons who park causing an obstruction.

- 4.8 Objector six is concerned that the proposal does not limit the restrictions to when Tranmere Rovers matches are being played, they will only be able to have visitors on none match days and that visitor passes should be given to the residents of the new estate. They have concerns on where people will be able to park and if parking occurs across their driveway.

In response:

The restrictions are to be enforced on match days only and the signing regulations now allows for signs to say 'On Match Day'. Therefore the restrictions will not be enforced on days and at times when no matches are being played.

The Council does not issue permits for visitors as this has been traditionally provided by the Residents Association and now through Chris Cooke on behalf of the Green Party.

In some cases a resident may be able to park across their own driveway and there would be an onus on the driver when parking not to park where they are causing an obstruction to another resident's driveway.

- 4.9 Objector seven is concerned that the proposal is not the same as roads in the area and is a contravention to their human rights and all residents want is parking bays and that they have been discriminated against.

In response:

Whilst it is correct that some roads in the surrounding areas have permits for residents and visitors some of the roads do not. The area of housing located on the other side of Ingleborough Road (Malvern Grove) does not have permit parking bays and in part has restrictions to prohibit parking on the same times and dates as set out in this proposal. There are no stipulations or regulations that residents must be able to be able to park outside or near to their property.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The cost of implementation will be funded from the developer contribution of £1,500 as agreed through the planning stage for the development.
- 5.2 For a resident parking scheme this would have to be met from existing Council budgets as there is no developer led contribution for this. The Tranmere Rovers scheme is funded by the Council. The Council does not issue permits for visitors as this has been traditionally provided by the Residents Association and now through Chris Cooke on behalf of the Green Party.
- 5.3 For new resident parking schemes residents would be expected to pay the annual fee per permit which is currently £10.00. Therefore there would be an ongoing cost to the council for the administration and issuing of permits for the duration of the scheme which would not have a contribution from residents.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no specific implications under this heading arising from the recommendation of this report other than the TRO process referred to in paragraph 4.1.

7.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 7.1 Existing staff resources would be utilised to deliver this scheme.

8.0 RELEVANT RISKS

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

- a. Failure to implement the scheme may result in an increase in on-street parking within the Mallory Park estate when matches are being played causing inconvenience and disruption to residents.
- b. Impact on parking within the road, obstructing the movement of vehicles along the road, restricting movements on bends.
- c. Impact on visibility at junctions within the Mallory Park estate and at the two junctions with Ingleborough Road.
- d. Impact on relations between residents and visitors as there are no measures to control parking
- e. Impact on residents who consider some action should be taken to control parking.

8.2 The risks arising if the parking scheme is introduced include:

- a. There is potential that some motorists will park on the proposed waiting restrictions on a match day and be issued with a Penalty Charge Notice.
- b. Visitors to the area may find it difficult to park on a match day as restrictions will be in force and would have previously been able to park in these roads may now disperse to a wider area and park outside other residential properties that are not covered by parking restrictions.
- c. There would be an increase in street furniture related to signing of the parking restrictions.

9.0 ENGAGEMENT/CONSULTATION

9.1 As part of the consultation exercise for this scheme letters were delivered to local residents in the vicinity of the scheme, informing them of the proposals. In addition, consultation was undertaken with Party Spokespersons and Ward Councillors.

10.0 EQUALITY IMPLICATIONS

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

(a) Yes and impact review is attached –

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2017/delivery>

REPORT AUTHOR: **David Kirk**
Senior Assistant Engineer
telephone: (0151) 606 2148
email: davidkirk@wirral.gov.uk

APPENDICES

Appendix 1: As advertised Memorial Drive / Archway Close, Tranmere, Proposed Parking Restrictions (Yellow Lines)
Plan Ref No. TD0749b0

Appendix 2: Memorial Drive / Archway Close, Tranmere, Off / On Street Parking Provision
Plan Ref No. TD0749b1

REFERENCE MATERIAL

None.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
None	