

**REPORT:** Environment and Urban Renewal  
Policy and Performance Board

**DATE:** 12 September 2012

**REPORTING OFFICER:** Strategic Director, Policy & Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Objections to Proposed Traffic Regulation Orders,  
Various Locations, Widnes & Runcorn

**WARDS:** Riverside, Birchfield, Broadheath, Heath, Appleton

## **1.0 PURPOSE OF REPORT**

1.1 To report on objections (including a 21 name petition) that have been received following public consultation on proposed traffic regulation Orders to impose 'At Any Time' waiting restrictions on parts of Cowan Way, Upton Lane, Green Lane, Cawfield Avenue, Primrose Close, Alder Avenue, Birch Road, Acacia Avenue, Lockett Road, Church Street, Upper Mersey Road and Mersey Road, Widnes and Kenilworth Avenue, Penrhyn Crescent and Ludlow Crescent in Runcorn and also to remove existing 'At Any Time' waiting restrictions from Blundell Road, Widnes.

## **2.0 RECOMMENDATIONS**

- 2.1 **It is recommended that this PPB supports the following proposed Orders with its conclusions being submitted to the Executive Board for its consideration:**
- 1. the implementation of 'At Any Time' Waiting Restrictions as detailed in Appendix '3', namely on Alder Avenue, Birch Road, Acacia Avenue, Lockett Road and Mersey Road/Upper Mersey Road in Widnes and on Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent in Runcorn;**
  - 2. the intention to revoke existing 'At Any Time' Waiting Restrictions as detailed in Appendix '3', namely on Blundell Road, Widnes;**
  - 3. the proposals to introduce restrictions on Cowan Way, Green Lane, Cawfield Avenue and Primrose Close, Widnes as detailed in paragraphs 3.2 and 3.3, be discontinued; and**
  - 4. the proposal to implement restrictions at Church Street/Upper Mersey Road, Widnes be progressed to cover a reduced length as detailed in paragraph 3.6.**

### 3.0 SUPPORTING INFORMATION

- 3.1 Using delegated powers and after consultation with ward councillors and Cheshire Police, the Operational Director (Policy, Planning and Transportation) issued approval to advertise a range of Traffic Regulation Order proposals with the public consultation exercise running through May 2012. Whilst the majority of the proposals received no objections and have now been implemented, objections have been received to some of the proposals. Detailed drawings showing the proposals are in Appendix '2'. Associated descriptions and justification details for those Orders now being recommended are in Appendix 3
- 3.2 **Cowan Way/Upton Lane Junction Area, Widnes.** Drg. No. 9074 in Appendix '2' refers. The initial request for these parking restrictions came from a resident of Cowan Way, the concern being that the southern section of Cowan Way and the junction area were being used for the parking of vans and other vehicles resulting in confrontations between drivers in the constriction being created. Three individual objections plus a 21 name objection petition were received. However, assurances from objectors and observations during site visits indicate that the problem may have been temporary due to nearby building works, also an adjacent resident has now created off-road parking for their business van. There is no Police accident record for this location over the past five years, and it is recommended that the proposal to introduce waiting restrictions should not be progressed at the present time.
- 3.3 **Green Lane, Cawfield Avenue and Primrose Close, Widnes.** Drg. No. 9008 in Appendix '2' refers. The original request for these waiting restrictions came from two residents of Green Lane in 2010 and related to intermittent congestion due to vehicle parking by people using the school and nearby playing fields. Records from the time indicate an initial consultation with residents south of Primrose Close (where four of the five objectors live) gave a slight majority in favour of 'At Any Time' restrictions. In light of this result, after further consultation with ward councillors it was agreed that formal consultation on a traffic regulation Order should be undertaken. Five objections were received centred mainly on the inconvenience associated with parking restrictions (especially for the elderly and disabled), but also registering concerns over congestion in nearby roads due to parking displacement and fear of vandalism to vehicles remotely parked. A number of these objections propose Residents Parking Permits as an alternative but the Council does not issue such permits and there are no schemes in place in the Borough. There is no Police accident record for this area over the past five years, and it is recommended that the proposal to introduce waiting restrictions should not be progressed at the present time as the level of inconvenience this would cause to residents would seem to outweigh the benefits associated with removing visitor parking.
- 3.4 **Kenilworth Avenue/Penrhyn Crescent/Ludlow Crescent, Runcorn.** Drg. No. 9030 in Appendix '2' refers. These restrictions were requested by a former ward councillor to address parking congestion, particularly but not exclusively associated with the adjacent school. The sole objector's property in Kenilworth Avenue already carries 'At Any Time' constraints along the Kenilworth Avenue frontage. The existing restriction will be revoked and replaced by the present proposal, which would see the existing restrictions extended around the Kenilworth Avenue/ Penrhyn Crescent junction radius kerbs for a distance of approximately seven metres with the intention of keeping the immediate area of the junction free of parked vehicles to keep sightlines for drivers and pedestrians clear. Approximately 20 metres of the Penrhyn Crescent frontage

of the objector's property will remain clear of waiting restrictions, and drivers are allowed to stop on double yellow lines to load and unload. On these grounds it is recommended that the objection be over ruled.

**3.5 Alder Avenue, Birch Road and Acacia Avenue junctions with Lockett**

**Road, Widnes.** The proposed restrictions at these junctions were requested by a ward councillor, and are intended to prevent inconsiderate parking by visitors to Victoria Park and adjacent homes. Drg. No. 9036 in Appendix '2' refers. Only one objection was received, from the occupier of a property on Lockett Road, relating to part of their frontage. The area involved is a section of radius kerbs at the Alder Avenue/Lockett Road junction which should not be used for parking as it is within the junction, and approximately fourteen metres of the property frontage onto Lockett Road remains unaffected. It is recommended that the objection be over ruled.

**3.6 Church Street/Upper Mersey Road/Mersey Road junction, Widnes.**

These proposals are requested by a ward councillor and relate to reported inconsiderate parking blocking sightlines at the junction and also obstruction of traffic flows approaching the traffic calming build out north of the junction. Drawing no. 9023 in Appendix '2' refers. The objection relates only to proposals within Church Street, which were confirmed at a site meeting with the objector asserting there are no sightline or congestion issues in Church Street itself. Given the width of Church Street at this point and the relatively low traffic flows, it is recommended that the section of proposed waiting restriction relating to Church Street be deleted in accordance with the objection, with implementation of the new restriction now reaching only to the back of footpath line on Upper Mersey Road/Mersey Road.

**3.7 Blundell Road, Widnes.** At the request of local residents and following an initial consultation exercise with residents and the Police, it was proposed that the existing "At Any Time" waiting restrictions on the east side of Blundell Road be removed as no longer necessary. Drg. No. 9078 in Appendix '2' refers. This is no longer a bus route and the existing restrictions are widely disregarded, without causing any traffic flow issues. One objection was received raising three points:

[1] School run parking at the Blundell Road/Liverpool Road junction will be more dangerous when parking is permitted on both sides of Blundell Road.

Response: During school run times, Blundell Road is used for parking regardless of the existing waiting restrictions which are ignored. Providing more parking space in Blundell Road may result in fewer drivers parking right on the junction, and there have been no traffic accidents involving personal injury in Blundell Road for over the years 2007- 2011 inclusive.

[2] Parking on both sides of Blundell Road will cause drivers to weave between parked vehicles. Response: This already occurs as the existing restrictions are largely ignored but traffic speeds are low due to the existing traffic calming.

[3] Parking obstruction of driveways will increase. Response: Removing parking restrictions will create more space for parking and reduce the need to park near or over, neighbour's driveway entrances.

The objector also requested new waiting restrictions on Blundell Road and at the Blundell Road/Liverpool Road junction, but it is recommended that the objection be over ruled and the parking situation be monitored to make sure the junction operates safely before any new restrictions are considered.

## **4.0 FINANCIAL IMPLICATIONS**

4.1 The total cost of implementing the waiting restriction proposals is approximately £1500. This will be charged to the traffic management revenue budget.

## **5.0 OTHER IMPLICATIONS**

5.1 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.**

### **6.1 Children & Young People in Halton**

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

### **6.2 Employment, Learning & Skills in Halton**

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

### **6.3 A Healthy Halton**

There are no direct implications on the Council's 'A Healthy Halton' priority.

### **6.4 A Safer Halton**

The proposed waiting and loading restrictions will serve to protect sightlines, keep pedestrian desire lines clear and reduce the incidence of confrontation between drivers travelling on roads lined with parked cars. There are no recorded traffic accidents resulting in personal injury on the affected sections of highway over the past five years 2007 to 2011.

### **6.5 Halton's Urban Renewal**

There are no direct implications on the Council's 'Halton's Urban Renewal'.

## **7.0 RISK ANALYSIS**

7.1 There is a variable and uncertain road safety risk associated with introducing these proposed waiting restrictions, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway, desire lines and sight lines at the locations listed above.

7.2 Traffic displaced from parking at the locations to receive new waiting restrictions will inevitably place an extra parking demand on adjacent areas and this is largely unavoidable. The new restrictions recommended in this report are being proposed generally on safety grounds, which should have a higher priority than a slight increase in the pressure on available parking space.

## **8.0 EQUALITY & DIVERSITY ISSUES.**

8.1 There are no direct equality and diversity issues associated with this report.

## **9.0 BACKGROUND PAPERS**

9.1 There are no background papers under section 100D of the Local Government Act 1972.