

APPENDIX 1

Report to Cabinet Member for:	Locality Services	Date of Issue:	28 July 2021
		Date of Decision:	5 August 2021
Subject:	Proposed Temporary Traffic Regulation Order – Angers Lane, Melling – One-Way		
Report of:	Head of Highways and Public Protection	Wards Affected:	Molyneux
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary

To seek approval for the progression of a Temporary Traffic Regulation Order, the effect of which would require all vehicles on Angers Lane, Melling to proceed in a westerly direction.

Recommendation(s):

It is recommended that : -

- (i) The Cabinet Member approve the temporary one-way Order on Angers Lane, Melling;
- (ii) The necessary legal procedures be carried out, including the advertising of the temporary Order.

Reasons for the Recommendation(s):

The Council has the power to make temporary Traffic Regulation Orders under Section 14 of the Road Traffic Regulation Act 1984

Alternative Options Considered and Rejected: (including any Risk Implications)

None

What will it cost and how will it be financed?

- (A) **Revenue Costs** the cost of all legal and administrative procedures and signing and lining will be funded by the developer.
- (B) **Capital Costs** None

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Implications of the Proposals:

<p>Resource Implications (Financial, IT, Staffing and Assets): All costs associated with the introduction of the Traffic Regulation Orders will be funded by the developer.</p>									
<p>Legal Implications: There are no legal implications.</p>									
<p>Equality Implications: There are no equality implications.</p>									
<p>Climate Emergency Implications:</p> <p>The recommendations within this report will</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Have a positive impact</td> <td style="width: 20%; text-align: center;">N</td> </tr> <tr> <td>Have a neutral impact</td> <td style="text-align: center;">Y</td> </tr> <tr> <td>Have a negative impact</td> <td style="text-align: center;">N</td> </tr> <tr> <td>The Author has undertaken the Climate Emergency training for report authors</td> <td style="text-align: center;">Y</td> </tr> </table> <p>This report seeks authorisation to implement a Temporary Traffic Regulation Order to control the safe movement of construction traffic. It does not include any Climate Change implications, positive or negative.</p>		Have a positive impact	N	Have a neutral impact	Y	Have a negative impact	N	The Author has undertaken the Climate Emergency training for report authors	Y
Have a positive impact	N								
Have a neutral impact	Y								
Have a negative impact	N								
The Author has undertaken the Climate Emergency training for report authors	Y								
<p>Resource Implications (Financial, IT, Staffing and Assets): There are no resource implications.</p>									
<p>Legal Implications: There are no legal implications</p>									
<p>Equality Implications: There are no equality implications.</p>									

Contribution to the Council's Core Purpose:

(Please give a brief description of how the proposals set out in the report contribute towards the following Council's Core Purpose.

Protect the most vulnerable: Will assist residents and other road users
Facilitate confident and resilient communities: Not applicable
Commission, broker and provide core services: Not applicable
Place – leadership and influencer: Not applicable
Drivers of change and reform: Not applicable

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Facilitate sustainable economic prosperity: Not applicable
Greater income for social investment: Not applicable
Cleaner Greener: Not applicable

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director Corporate Resources and Customer Services (FD6457/21) has been consulted and notes the report indicates all costs associated with the introduction of the Temporary Traffic Regulation Order will be funded by the developer.

The Chief Legal and Democratic Officer (LD4658/21) has been consulted and has no comments on the report.

(B) External Consultations

Not applicable

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Cabinet Member decision.

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Appendices:

None

Background Papers:

Planning application DC/2017/01532 and APP/M4320/W/20/3257252

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1.0 Background

- 1.1 On 22nd February 2021, approval was given on appeal for a residential development of 841 dwellings with new access and landscaping. Access to the site will be from Poverty Lane, Maghull.
- 1.2 Due to the size and location of the development, requiring access for construction vehicles through adjoining residential roads, a Planning Condition was attached to the Planning Approval, which required the developer to submit a Construction Traffic Management Plan (CTMP) for approval by the Local Planning Authority.
- 1.3 The plan should include a programme of works, days and hours of working, a site layout during the construction phase and methods for traffic management of construction vehicles accessing the site.
- 1.4 Due to the scale of the construction and the potential impact on residential roads within the area, Ward and Parish Councillors were invited to give their views on possible construction routes for the first phase of the works, which will involve the construction of 250 dwellings. Once this number of dwellings has been constructed, there is a requirement that a spine road be constructed linking this development with a similar sized development accessed off School Lane. Once the spine road is built, all construction traffic will access both sites via the M58 and School Lane.
- 1.5 In order to access the Poverty Lane site during phase one and taking on board comments made during the consultation period, the Planning Inspectorate resolved that the CTMP should exclude the use of residential roads to the west of the site, and that all construction traffic should access Poverty Lane from the east. Prescott Road, Giddygate Lane and Leatherbarrows Lane were assessed by officers as being the most appropriate. Due to the narrowness of sections of Giddygate Lane, it has agreed that inbound construction traffic should proceed via Prescott Road, Angers Lane, Giddygate Lane and Leatherbarrows Lane. Outbound construction traffic should use Leatherbarrows Lane, Giddygate Lane, Waddicar Lane and Prescott Road.
- 1.6 The use of Angers Lane for inbound construction traffic will prevent opposing HGVs from meeting on the narrower section of Giddygate Lane, but due to the width of Angers Lane itself, will require this to be made one-way to prevent issues with opposing general traffic meeting head-on with the large volumes of construction traffic heading towards the site.

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2.0 Proposal

2.1 In order to allow safe access to the development site and reduce the potential for road traffic collisions, it is proposed to introduce a Temporary Traffic Regulation Order on:-

Angers Lane – One-way from Prescot Road towards Giddygate Lane:
Full length.

2.2 A plan showing the proposed temporary restriction is attached as Annex A.

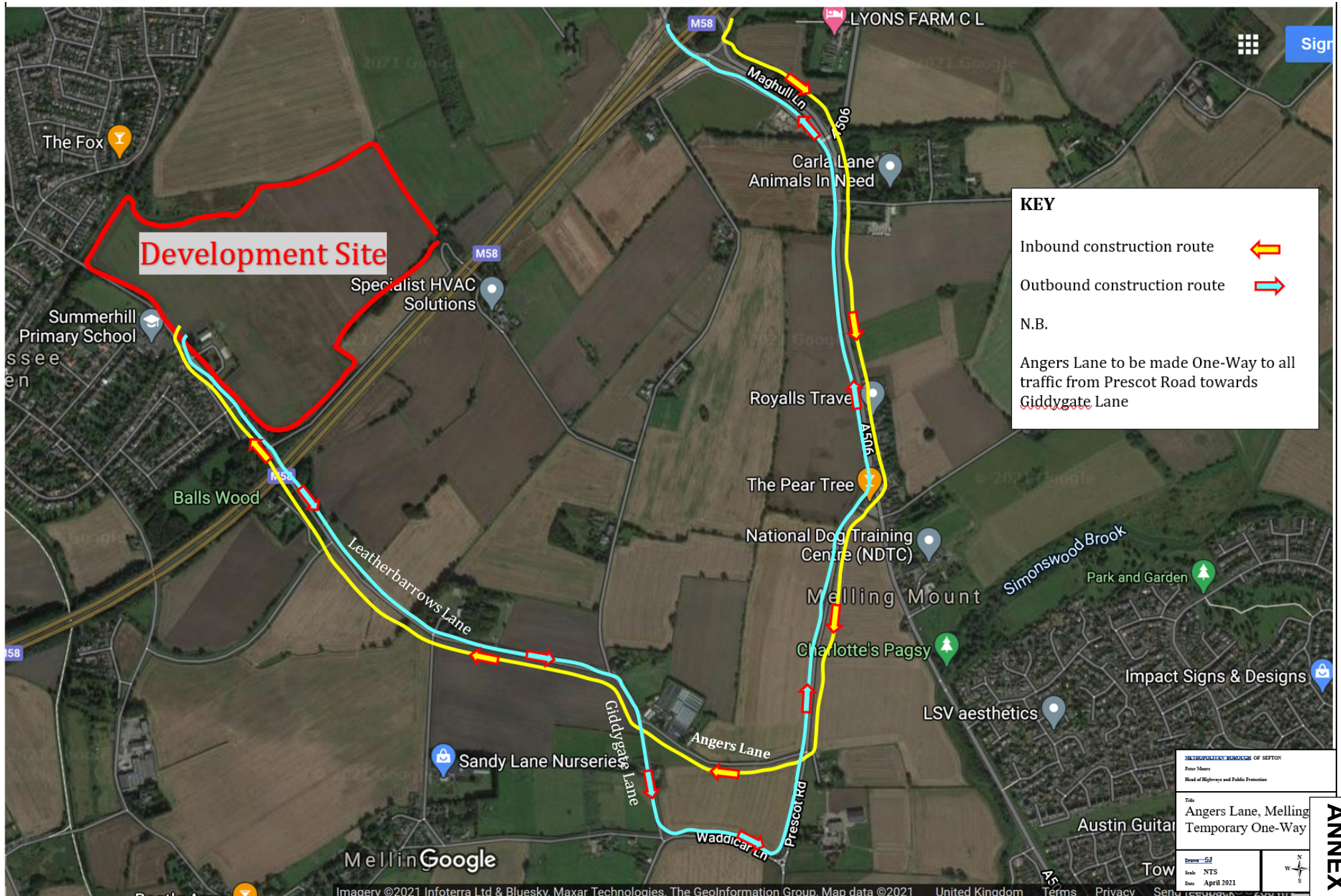
2.3 It is intended that the proposed temporary restriction detailed within this report will be in operation for 18 months, or until the construction works are completed, whichever is the sooner.

3.0 Recommendation

3.1 It is recommended that the temporary restriction on Angers Lane be implemented as soon as possible.

3.2 The Head of Highways and Public Protection be authorised to execute the necessary legal procedures and to advertise the Council's intention.

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KEY

Inbound construction route

Outbound construction route

N.B.

Angers Lane to be made One-Way to all traffic from Prescott Road towards Giddygate Lane

MELTING MOUNT BOROUGH OF SEFTON
 Peter Moore
 Head of Highways and Public Protection

Title:
 Angers Lane, Melling
 Temporary One-Way

Drawn: SJD
 Scale: NTS
 Date: April 2021

ANNEX A