

Report to Cabinet Member for:	Locality Services	Date of Issue:	3 rd August 2022
		Date of Decision:	11 th August 2022
Subject:	Great Georges Road (Phase 2) – Proposed Traffic Regulation Orders		
Report of:	Head of Highways and Public Protection	Wards Affected:	Church
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary

To seek approval for the progression of Traffic Regulation Orders (TROs) relating to Great Georges Road and Marine Terrace Waterloo.

Recommendation(s):

- (1) Cabinet Member approves the Traffic Regulation Orders as detailed within this report.
- (2) the necessary legal procedures, including those of public consultation and advertising the Council's intention to implement the Order, be approved;
- (3) in the event that no objections are received during the consultation process referred to in (2) above, the Chief Legal & Democratic Officer be authorised to make the Order and the Highway Management Manager be authorised to implement the Order; and in the event that objections are received during the consultation process, the matter be referred to Licensing & Regulatory Committee for consideration in accordance with the Council's Constitution.

Reasons for the Recommendation(s):

The Traffic Regulation Orders are required to enable the implementation of the new toucan crossing on Marine Terrace as part of the final phase of the Great Georges Road cycle way scheme.

The Council has the power to revoke a Traffic Regulation Order (Part IV of Schedule 9 to the Road Traffic Regulation Act 1984) as well as the power to make a new Traffic Regulation Order (Section 1 of that Act). Authorisation to advertise new Traffic Regulation Orders falls under the remit of Cabinet Member Locality Services

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

None. The Traffic Regulation Orders are necessary to implement the scheme.

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The cost of all legal and administrative procedures in the making of the Traffic Regulation Orders will be funded from the budget within the approved Transportation Capital Programme.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): All costs associated with the introduction of the Traffic Regulation Orders will be funded from the budget within the approved Transportation Capital Programme.	
Legal Implications: Any legal implications are incorporated in the report	
Equality Implications: There are no equality implications.	
Climate Emergency Implications: The recommendations within this report will	
Have a positive impact	Y/N
Have a neutral impact	Y/N
Have a negative impact	Y/N
The Author has undertaken the Climate Emergency training for report authors	Y/N
The progression of the TRO process will have a neutral impact, the construction activities to construct the remainder of the scheme will, by its nature, have a negative impact. The completed scheme should help encourage people to cycle and could reduce the amount of motorised traffic which will have a positive impact.	
(Please delete as appropriate and remove this text)	

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

Not applicable.
Facilitate confident and resilient communities: To improve walking and cycling network in the local area and offer the opportunity to a wider section of the community an alternative method of travel to public transport and private car for shorter journeys.
Commission, broker and provide core services: Not applicable.
Place – leadership and influencer: The scheme improves the liveability of the area by promoting walking and cycling in the local area and beyond.
Drivers of change and reform: Not applicable
Facilitate sustainable economic prosperity: Not applicable.
Greater income for social investment: Not applicable
Cleaner Greener: The scheme supports sustainable travel by encouraging leisure and utility walking and cycling and connecting Waterloo to the wider Active Travel network.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director Corporate Resources and Customer Services has been consulted and any comments have been incorporated into the report. (FD6882/22)

Chief Legal & Democratic Officer Compliance (LD5082/22) has been consulted and any comments have been incorporated into 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:

There are no background papers available for inspection.

1.0 Introduction/ Background

- 1.1 The improvement to Great Georges Road was originally identified in the Transport Capital programme for delivery in 20-21. The scheme received a significant contribution from the STEP programme administered by the Liverpool City Region Combined Authority (LCRCA), which needed to be expended in 20-21.
- 1.2 A consultation exercise was undertaken in early 2020 in order to share proposals for the cycleway and junction with the A565 and to help define the detailed design. Some modifications were then completed in response to comments received.
- 1.3 The creation of the cycle route within the existing carriageway necessitated the introduction of parking restrictions on one side of the carriageway. In addition a limited amount of further traffic restrictions were identified in order to facilitate a new crossing point at Marine Terrace to link the newly created route with Great Georges Road.
- 1.4 The consultation exercise raised concerns over the Traffic Regulation Order (TRO) and the impact of the original proposals at the Marine Terrace end of the scheme. Following some consideration, it was agreed that this element of the scheme be reviewed in light of comments received. The remainder of the scheme was delivered within 2021 and the necessary TRO's implemented.
- 1.5 An alternative plan was presented which provided a 'raised table' approach. Whilst the revised proposals were welcomed by some people, further concerns were raised and some residents asked for a further review to be undertaken. As such it was decided not to take the revised plan to the Council's Licensing and Regulatory Committee as suggested in the letter, but to review the concerns expressed. It was also considered sensible to complete an independent safety audit review of the proposals.
- 1.6 Concerns raised in response to the revised proposals included;
 - Concern for cyclists that their sight lines would be obstructed by the hotel boundary wall.
 - The impact of the loss of some on-street space a loss of parking
 - The residents parking scheme may be abused.
 - The lighting in the area may need strengthening
- 1.7 One of the key concerns raised by a number of residents, and identified in the above list, was the possible risk of westbound cyclists on the cycle lane, approaching Marine Terrace, having their view of traffic on Marine Terrace restricted due to the presence of the boundary wall.
- 1.8 A number of options were reviewed and considered on how to address this issue. Whilst it is acknowledged that signing will be critical for cyclists in any option, after careful consideration it was proposed that the safest solution will be to provide a signalised toucan crossing across Marine Terrace.

- 1.9 The advantage of this arrangement is that there is no ambiguity, it would operate on demand only and therefore not unnecessarily delay traffic, but that all users, both cyclists and pedestrians would have a safe crossing point to this important entrance to the park. This could be particularly valuable as this is a busy section of road, especially at rush hour when traffic flows are relatively high. The proposal also maintains the integrity of the cycle scheme and therefore should encourage further use by cyclists.
- 1.10 A plan showing the preferred arrangement is attached in Appendix A. The plan shows a slight offset for cyclist to ensure that they slow down and be more aware of the crossing.
- 1.11 For this arrangement to work, the 'zig-zag' marking need to be introduced, and therefore the residents parking provision for the residents of Lakeside View will be slightly further from the properties. Further discussion will be held with residents and if its agreed that residents would rather park elsewhere, then the size of the provision will be reduced.
- 1.12 Letters setting out the new proposals have been shared with the residents. It is clear that some concerns remain. It is acknowledged that there will be a net loss of parking spaces but this is deemed necessary in order to safety accommodate the safe crossing facility. Further discussion have ben held with the Conservation officer to seek any input into the final design and a furtehr check has been made to ensure bin collections and deliveries to the houses and hotel can still be accommodated.
- 1.13 Any objection to the TROs will be taken to the Council's Licencing and regulatory Committee for consideration.

2.0 Proposed Traffic Regulation Orders

- 2.1 To introduce a Toucan Crossing at the junction of Marine Terrace and Great George's Road (Lakeside View), with zig-zag markings extending in a north-westerly direction on Marine Terrace and a north-easterly direction on Great George's Road.
- 2.2 The introduction of the toucan crossing will require the implementation of a number of parking restrictions in the immediate area.

These will be as follows:-

To introduce 'No waiting or Loading at Any Time' restriction at the following locations :-

- On the south-easterly side of Great George's Road, from the south-westerly kerb line of Brunswick Parade to the south-westerly kerb line of Marine Terrace

- On the north-westerly side of Great George's Road, from the south-westerly kerb line of Bath Street to the north-easterly kerb line of Marine Terrace.
- On both sides of Marine Terrace, from the south-easterly kerb line of Great George's Road, to a point 29 metres north-west of the south-easterly kerb line of Great George's Road.
- On both sides of Brunswick Parade from the south-easterly kerb line of Great George's Road to a point 5 metres on the south-easterly and 5 metres on north westerly kerb lines of Brunswick Parade

To introduce a length of Residents Privileged Parking :-

- on the south-westerly side of Marine Terrace, from a point 29 metres north-west of the south-easterly kerb line of Great George's Road to a point 65 metres north-west of the south-easterly kerb line of Great George's Road. This being the equivalent to 6 bay lengths. This is being introduced to mitigate for the loss of the existing on-carriageway parking in front of the Lakeside View properties.

Appendix A

