

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 5 September 2022
Subject:	Molyneux Road area, Waterloo - Consultation on proposed One way system		
Report of:	Head of Highways and Public Protection	Wards Affected:	Church;
Portfolio:			
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary: To report on the results of a consultation regarding the implementation of a One way traffic system in the Molyneux Road area of Waterloo

Recommendation(s):

- (1) That Licensing & Regulatory Committee note the results of the consultation;
- (2) That the One way system for the Molyneux Road area be progressed as proposed;
- (3) That Licensing & Regulatory Committee request Cabinet Member – Locality Services to authorise the progression of the necessary Traffic Regulation Orders for Milton Road, Molyneux Road, Galloway Road and Winstanley Road, Waterloo;
- (4) That residents be informed of the results of the consultation and the decision of this Committee;

Reasons for the Recommendation(s):

Authorisation to proceed with Highway schemes falls under the remit of the Licensing & Regulatory Committee.

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

None.

What will it cost and how will it be financed?

(A) Revenue Costs

All costs associated with the introduction of the Traffic Regulation Orders, signs and lines, amounting to £27,471 will be funded from the 2022/23 delegated budget for Church Ward.

(B) Capital Costs

Nil.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):	
Legal Implications:	
Equality Implications: There are no equality implications.	
Climate Emergency Implications:	
The recommendations within this report will	
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
This report seeks to inform members on the results of a consultation which involved the proposal to implement Traffic Regulation Orders to regulate the direction of travel. It does not include any Climate Change implications, positive or negative.	

Contribution to the Council's Core Purpose:

Protect the most vulnerable: Improvements within the environment contribute towards how safe and happy residents and visitors feel when living or visiting an area.
Facilitate confident and resilient communities: Will make people feel safer and more confident to go out or use facilities within the community.

Commission, broker and provide core services: Sefton Council has a statutory duty to take steps to reduce and prevent road traffic collisions.
Place – leadership and influencer: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Drivers of change and reform: Improvements within the local environmental quality of the Borough promote pride and ownership amongst communities therefore driving change at a local level.
Facilitate sustainable economic prosperity: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Greater income for social investment: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.
Cleaner Greener: Improvements to the local environmental quality of the Borough contributes towards the desire for Sefton to be the location of choice to live, work, visit and invest.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.6914/22.) and the Chief Legal and Democratic Officer (LD.5114/22) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation with all residents living in the affected roads.

Implementation Date for the Decision

Immediately following the Committee / Council meeting.

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Telephone Number:	Tel: 0151 934 4189
Email Address:	colin.taylor@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

1.0 Introduction/Background

- 1.1 Following a consultation with residents of the Molyneux Road area of Waterloo on the subject of a potential Residents parking scheme earlier last year, many residents requested that the issue of making the roads one way be considered. There have been requests for a scheme of one way traffic in Milton, Molyneux, Galloway and Winstanley Roads for several years, but this has never been prioritised for implementation.
- 1.2 As the roads are heavily parked on both sides by residents, visitors and those working at or visiting the shops and businesses in Crosby Road North and Stuart Road it is often difficult for vehicles to pass one another, as the roads are so narrow. Drivers often need to reverse up the road for some considerable distance to find a passing place. This can often lead to confrontation when drivers refuse to move or reverse up the road.
- 1.3 As a result of the requests, Church Ward Councillors were consulted on whether they would wish to consider the introduction of a one way traffic system from Ward budgets. The costs of a potential scheme were drawn up and traffic counts were taken to establish the volume and nature of traffic conditions in each of the four roads. Ward Councillors were advised of the results of the traffic surveys and potential costs involved and subsequently agreed to officers completing a consultation with directly affected residents as to whether they wished for a one way system to be implemented.

2.0 Traffic counts

- 2.1 Traffic count data equipment was positioned at the midpoint of each of the four roads and Kingsway and collected data between Tuesday 1st and Wednesday 9th February 2022. Unfortunately, there was a problem with the data collection device in Winstanley Road and no data was collected.
- 2.2 It can be seen from the data collected in the table in Annex A that, as expected Kingsway and Back Winstanley Road carried large volumes of traffic in each direction, whilst the four roads in question carried a maximum of 10% of the total volume of Kingsway and Back Winstanley Road.
- 2.3 The maximum hourly volume in either direction was that of Milton Road, which carried a total of 27 vehicles in an eastbound direction between 8am and 9am, this equates to a vehicle every 2 minutes 13 seconds.

3.0 Estimated costs

- 3.1 The introduction of a one way system requires both signage and line markings on the carriageway. The current regulations state that all signs must be externally lit from a suitable electrical power source.

3.2 The costs for each electrical connection is approximately £1,300, this scheme will require four connections in each road, two at either end. As there are four roads, the total cost for the electrical connections alone will be approximately £20,800. In addition to the electrical connections 15 wide based posts are required (Winstanley Road has a lamp column which can be utilised for a connection on the junction with Stuart Road). The posts will cost an additional £2,820.00. The signs required for the scheme will be an additional £2,951.00 and lining will be an estimated £400. In addition to the costs for the works, there will be a cost for the legal process to implement the scheme, which is estimated at £500.

3.3 The total estimated cost for the scheme will be £27,471.

4.0 Consultation

4.1 A total of 319 consultation documents were hand delivered to every property in the area on 30th June 2022 asking for resident's views on the proposals. Copies of the consultation documents, showing a plan of the proposed scheme, covering letter, questionnaire and Frequently Asked Questions is attached as Annex B.

4.2 Out of the 319 documents delivered, 106 (33.2%) were returned, of which 79 (74.5%) were in favour and 26 (24.5%) were against.

4.3 The response rate is fairly low for a scheme which affects every resident in the street, but those residents who chose to return their question were in the vast majority in favour of the scheme. It is assumed that those who did not return the questionnaires have no strong opinion.

4.4 In order to analyse these figures, the table below shows the number of questionnaires returned from each road.

ROAD NAME	YES (%)	NO (%)	TOTAL RETURNED FROM ROAD (%)
Crosby Road North	0 (0%)	0 (0%)	0 (0%)
Galloway Road	11 (84.6%)	2 (15.4%)	13 (26%)
Hicks Road	0 (0%)	0 (0%)	0 (0%)
Milton Road	34 (87.2%)	5 (12.8%)	39 (44.8%)
Molyneux Road	26 (72.2%)	10 (27.8%)	36 (40%)
Stuart Road	1 (100%)	0 (0%)	1 (6.7%)
Winstanley Road	7 (43.8%)	9 (56.3%)	16 (32.1%)
Total	79 (75%)	26 (25%)	106 (33.2% response)

- 4.5 It should be noted from the plan shown in Annex B, that the scheme only encompasses the 4 side roads, but property occupiers on Stuart Road and Crosby Road North were also consulted as they may also use the side roads to enter or exit the area and it was only right that they should be able to offer their views on the scheme. As it has turned out no responses were received from Crosby Road North and only one from Stuart Road before the deadline of Friday 22nd July 2022.
- 4.6 From the results, it can be seen that response rates from the four side roads, ranged from 44.8% (Milton Road) to 26% (Galloway Road).
- 4.7 Out of the 106 responses, 77 of the respondents chose to include comments. Generally, many of them related to common themes and these can be broken down into six categories, which are shown below. The number against each comment relates to the number of residents making that comment.
- Make the four roads alternate one way to reduce rat running and extra traffic on Stuart Road (21)
 - The proposal will put more traffic on an already busy and sometimes gridlocked Stuart Road (17)
 - The exit out onto Stuart Road from Winstanley Road is dangerous (7)
 - This proposal will eliminate the current 'stand-offs' when vehicles meet in opposing directions with no place to pass (5)
 - Include Stuart Road in this scheme and make it one way also (4)
 - My family member is disabled, making my road one way in an easterly direction will mean they will have to negotiate the high kerb and enter my vehicle on the roadside as compared to the passenger side of the vehicle (2)
- 4.8 If the roads were made alternate one way, it would increase the attraction of rat running to avoid the traffic signals and queuing at peak hours Kingsway and Hicks Road. If this were implemented those streets made one way in a westbound direction would see an increase in traffic volumes.
- 4.9 There was also concern that the proposals will place additional traffic onto Stuart Road. However, the traffic counts taken to establish this proposal showed that in the peak hour, a maximum of 27 vehicles travelled eastbound on Milton Road. This is equivalent to one vehicle every 2 minutes 15 seconds, which could increase if the proposal is approved. However, in the experience of the Highway Safety team, if traffic volumes increase to high levels which leads to excessive queues when exiting onto Stuart Road drivers will soon realise that they are not gaining anything by rat-running and will take an alternative route.
- 4.10 Several respondents commented upon the perceived view that the exit from Winstanley Road into Stuart Road is dangerous, due to the bend at Back Winstanley Road being only 30 metres away and so exiting drivers have very little view of oncoming traffic. It is noted that whilst respondents comment about the exit onto Stuart Road being considered dangerous, many still carry out the manoeuvre. All the roads in this area have a 20mph speed limit and whilst the exit takes some care, in the absence of any personal injury accidents at this location in

the current three year study period, there is no reason to revert the traffic flow in a westerly direction.

5.0 Recommendation

- 5.1** The results of the consultation have been shared with the three Church Ward Members and it is recommended that Licensing & Regulatory Committee support the introduction of the One-Way system and request Cabinet Member - Locality Services to authorise the advertising of the necessary Traffic Regulation Orders.

ANNEX A

WATERLOO TRAFFIC STUDY

As part of the Residents parking consultation for roads between Milton Road and Back Winstanley Road inclusive, a significant number of residents requested that the roads be made one way for traffic.

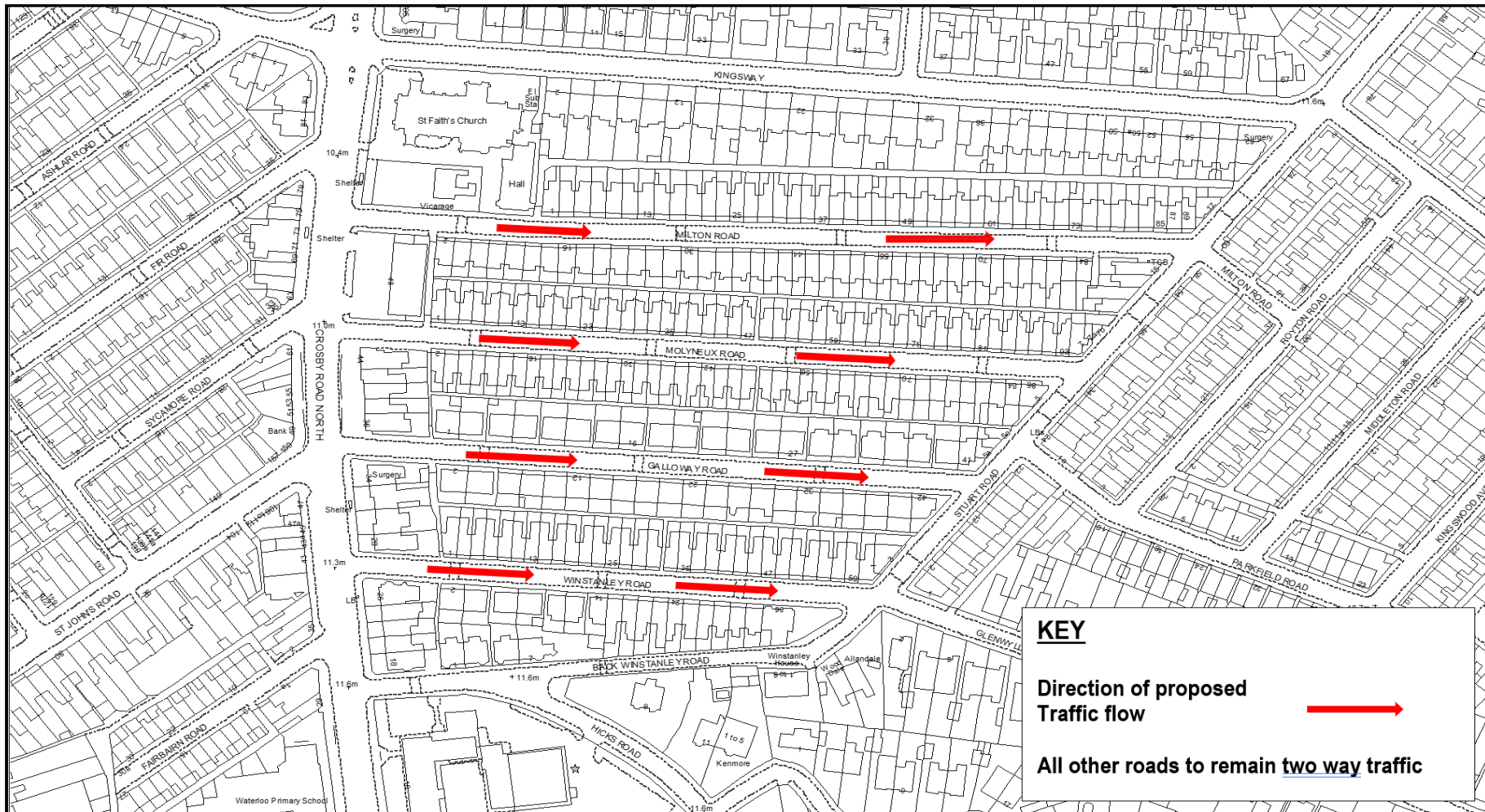
As a consequence, the Highway Safety team commissioned traffic surveys at the midpoint of each affected road to establish the volume of traffic in each direction and the justification for the introduction of a one way system.

The survey equipment was located on site and recorded data between Tuesday 1st and Wednesday 9th February 2022.


RESULTS

ROADNAME	Direction of flow	AM Peak	PM Peak	Average Mon-Fri	24Hr Flow
Kingsway	Eastbound	8am-9am		182	2190
	Eastbound		5pm-6pm	199	
	Westbound	8am-9am		218	2093
	Westbound		3pm-4pm	188	
Back Winstanley Road	Eastbound	8am-9am		199	2009
	Eastbound		5pm-6pm	236	
	Westbound	8am-9am		542	3537
	Westbound		3pm-4pm	332	
Galloway Road	Eastbound	8am-9am		13	132
	Eastbound		6pm-7pm	13	
	Westbound	8am-9am		14	77
	Westbound		7pm-8pm	6	
Milton Road	Eastbound	8am-9am		27	236
	Eastbound		6pm-7pm	24	
	Westbound	8am-9am		18	163
	Westbound		6pm-7pm	16	
Molyneux Road	Eastbound	11am-12am		16	241
	Eastbound		3pm-4pm	26	
	Westbound	8am-9am		14	93
	Westbound		3pm-4pm	12	
Winstanley Road	NO DATA				

ANNEX B



KEY

Direction of proposed Traffic flow 

All other roads to remain two way traffic

METROPOLITAN BOROUGH OF SEFTON

Peter Moore

Head of Highways and Public Protection

Title

Molyneux Road area, Waterloo

Proposed One way traffic system

Drawn

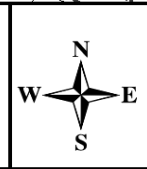
Scale

Date

CT

NTS

June '22



**Residents' Permit Parking Scheme
Molyneux Road area, Waterloo**

RESULTS OF CONSULTATION

Following a request by your Ward Councillors you will recall that last Autumn we consulted you on a proposal for the introduction of a Residents Privileged Parking Scheme in your road. The consultation took place during October with all responses required to be received in our office by 30th October 2021.

The results of the consultation are shown in the table below;

ROAD NAME	YES (%)	NO (%)	TOTAL RESPONSES RETURNED FROM ROAD (%)
Crosby Road North	2 (33.3%)	4 (66.6%)	6 (35.3%)
Galloway Road	16 (66.7%)	8 33.3%)	24 (48%)
Hicks Road	4 (80%)	1 (20%)	5 (71.4%)
Milton Road	23 (59%)	16 (41%)	39 (44.8%)
Molyneux Road	12 (54.5%)	10 (45.5%)	22 (24.8%)
Stuart Road	0 (0%)	4 (100%)	4 (26.7%)
Winstanley Road	12 (70.6%)	5 (29.4%)	17 (32.1%)
Total	69	48	117 (36.7% response)

When conducting consultations on parking measures, where the availability of parking for residents is being improved, previous return rates has usually been in the region of 66%. From the above results, response rates from the five side roads, where residents would mostly be affected, ranged from a high of 71.4% (Hicks Road) to a low of 24.8% (Molyneux Road). The total response rate overall was less than 37%. Given the concern that approximately two thirds of residents chose not to respond and was not therefore justified, it was approved by Licensing and Regulatory Committee at its meeting of 10th January 2022 that the scheme not be progressed with the exception of Hicks Road. The designs and legal procedures to introduce Residents Privileged parking in Hicks Road are ongoing.

cont'd overleaf....

However, during the consultation, residents offered many comments, but the outstanding comment received was a request to make the roads one way to avoid confrontations due to the narrowness of the roads and due to parking both sides it is often difficult for opposing vehicles to pass one another.

With the authority of your Ward Councillors, traffic counts were taken in Milton, Molyneux, Galloway and Winstanley Roads earlier this year to establish the volume and predominant direction of the traffic flow. The results established that there was a significant greater flow in the eastbound direction in all four roads, particularly during the evening peak hours.

The results of the traffic surveys have been discussed with your Ward Councillors, together with the potential costs for the introduction of one way streets for all four residential roads. In principle they have agreed to the scheme and we are now consulting you on the proposal as it stands.

A plan showing the proposed one way working of Milton Road, Molyneux Road, Galloway Road and Winstanley Road is attached with this letter.

The purpose of this consultation is to seek your views on the proposals. Included with this letter is a plan showing the proposals and a questionnaire. Please take the time to fill in the questionnaire and return it in the pre-paid envelope provided, to reach us no later than **Friday 22nd July 2022**.

The results of the consultation will be taken to the Licensing and Regulatory Committee where Councillors will review all of your comments or objections and decide whether the scheme is taken forward. The next meeting of the Committee will be on Monday 5th September 2022 at 6.30 p.m. at Southport Town Hall, Lord Street, Southport. You are welcome to come along to that meeting, providing Covid-19 restrictions in force at the time allow. Anyone wishing to attend should check with officers nearer the time.

If you require any further information before completing your questionnaire please read the attached 'Frequently Asked Questions' sheet, or phone our Contact Centre on 0345 140 0845 and leave a message for Colin Taylor. Colin will get back to you as soon as possible. Please let Colin know if you require this information in large print, or any other format. Calls cost 2p per minute plus your phone company's access charge.

Alternatively, you can contact Colin by e-mail on traffic.management@sefton.gov.uk

**Many Thanks,
Peter Moore
Head of Highways and Public Protection**

Frequently Asked Questions

Will the One-Way system apply to the whole length of my street?

Yes, for road safety reasons we cannot have any part of the street operating for two way traffic it just is not safe to do so in this situation. If a majority of respondents agree to the one-way system a recommendation will be submitted to Licensing and Regulatory Committee that this be implemented.

I live towards the Stuart Road end of the street, in the high property numbers, will I have to drive all the way round to Crosby Road North to enter my road?

Yes – if you enter the street from the wrong direction whether in a forwards or reverse gear eg towards the direction of traffic or you reverse into the street from Stuart Road you will have passed the no entry signs to be provided and will be committing a traffic offence and liable to prosecution.

Who will enforce the scheme?

Merseyside Police currently enforce all traffic movements.

Will I be able to receive deliveries and have trades people at my property?

Yes – Any vehicle will be able to enter the street in the correct manner from the correct direction.

What will be the hours of operation?

If the scheme is approved that your street is made one way, it will operate on a 24 hours a day, 7 days a week basis.

What happens after the end of the consultation?

The results will be collated and presented to show the number of votes, for and against the scheme. Councillors on the Licensing and Regulatory Committee will use this information to decide whether to proceed with the scheme as shown on the enclosed plan.