

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 13 March 2023
Subject:	Molyneux Road area, Waterloo – Objections to proposed Traffic Regulation Order		
Report of:	Head of Locality Services - Commissioned	Wards Affected:	Church
Portfolio:			
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the receipt of objections against a proposal to introduce a one way street in Winstanley Road and adjacent streets, Waterloo.

Recommendation(s):

It is recommended that:-

- (i) The objections be noted;
- (ii) The one way Traffic Regulation Order be progressed as originally advertised;
- (iii) The objectors be advised accordingly.

Reasons for the Recommendation(s):

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

What will it cost and how will it be financed?

(A) Revenue Costs

All costs associated with the introduction of the Traffic Regulation Orders, in Winstanley Road, Galloway Road, Milton Road and Molyneux Roads amounting to £23 750 will be funded from the Church Ward devolved revenue budget.

(B) Capital Costs

Nil

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): None
Legal Implications: None
Equality Implications: None

Contribution to the 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
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 has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Orders,

amounting to £23 750, will be funded from the Church Ward devolved revenue budget.
(FD 7160/23.)

Chief Legal and Democratic Officer has been consulted and has no comments on the report. (LD 5360/23.)

(B) External Consultations

The proposed one way streets proposal have been advertised in the Metro newspaper 18/01/2023, with a 21 day objection period ending 8/02/2023.

Implementation Date for the Decision

Immediately following the Committee / Council meeting.

Contact Officer:	Colin Taylor
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. Introduction/Background

- 1.1 Following a consultation with affected residents on a proposal for the introduction of a residents privileged parking scheme in Winstanley Road, Galloway Road, Milton Road and Molyneux Road, a large number of residents suggested that the streets should be made one way to reduce conflict between drivers facing in opposite directions. The carriageway of each road is narrow, and with parking on both sides of the road, there is often only a single lane down the middle. So one driver or the other has to reverse up to find a suitable passing place. This can lead to situations of conflict between drivers with one refusing to reverse up the road and has been observed by officers
- 1.2 The comments were discussed with Church Ward Councillors who requested that the introduction of a one way system in all four streets be investigated and costed up. The estimated cost of £23 750, which included all signing, lining, electrical and legal costs was approved by Church Ward Councillors.
- 1.3 Following Ward Members approval of the costs for the scheme, traffic counts were taken to establish the majority direction of traffic flow in each road. The traffic counters were located at the mid-point section of each of the four roads. Whilst the recorded traffic flows were extremely low, there was a majority flow from west to east, in the direction of Stuart Road in all four roads. A resume of the results is shown in Annex A. Given that the majority flow was West to East in all four roads, it could be assumed that many of the vehicles traveling in the roads were residents or their visitors.
- 1.4 A further consultation with residents in all four roads was then undertaken in July 2022, utilising the results of the traffic flow, and proposing that the one way system in all four roads should operate in a west to east direction towards Stuart Road.
- 1.5 During the consultation, one of the residents with a disabled parking place made comment that by making their road one way only eastbound, they would have difficulty accessing their vehicle on the passenger side. If the road is made one way, as they live on the south side of any of the roads, the disabled passenger would be forced to access the vehicle from the middle of the road.
- 1.6 The results of the consultation and the comment about the disabled parking space were reported to this Committee at the 5th September 2022 meeting, where it was approved that :

the one way system in all four roads be approved for progression.

Cabinet Member for Locality Services be requested to authorise the progression of the necessary Traffic Regulation Orders for Winstanley Road, Galloway Road, Milton Road and Molyneux Road, Waterloo

Residents be informed of the results of the consultation and the decision of this Committee

Consideration be given to the implementation of mitigating measures to enable easier access by residents with disabled parking places to be able to access their vehicles.

1.7 A plan showing the proposed one way system is attached as Annex B.

2.0 Disabled access mitigation measures

2.1 As a result of the Committee's decision, an officer from the Highway Safety team visited all residents who had existing disabled parking places for their use in each of the four affected roads. A total of twelve residents with Disabled Parking Places were personally visited. It was explained to them that mitigation measures in the form of a dropped kerb or ramped facility could be provided to assist the resident accessing their vehicle following the introduction of the one way system. All residents, including the original objector (reported to this Committee in September) declined the offer of dropped kerbs or any other mitigation measures as they did not feel that this was necessary.

3.0 Objections

3.1 Four objections were received prior to the expiry date of the objection period on 8 February 2023.

3.2 Copies of the objections are shown as Annex C, with all identities being removed for anonymity purposes.

3.3 As can be seen from the objections, which have been reported verbatim, the main objections appear to fall under the following five categories :-

- My wife is registered disabled, does not drive and as her registered carer I have to take her for regular hospital appointments. The proposal would force our car to face in the wrong direction for her, as she would have to access the car from the middle of the road. Given her medical condition, this would require a step and make life even more difficult for her, which will cause us both more stress.
- The one way system will increase traffic especially at rush hour as commuters will use them to avoid the traffic signalled junctions at Hicks Road and Kingsway. This increased traffic will also increase noise, pollution and accidents.
- Turning from Winstanley Road into Stuart Road is hazardous due to the blind bend on Back Winstanley Road. This is often approached at speed by impatient and speeding drivers. A speed bump was removed by the Council here some years ago. The increased volume of traffic forced to exit the street at this junction will increase the risk of accidents, especially when commuters start using the street as a rat run.
- Making all four roads one way from West to East will cause problems when finding a parking space as often is the case. In future one would have to drive all the way up to Kingsway to enter a different road to find somewhere to park.
- Making our street one way will increase vehicle speeds as they won't be encountering any other oncoming vehicles.
- Making all four roads one way in the direction of Stuart Road will add to an already very busy road especially at peak times.

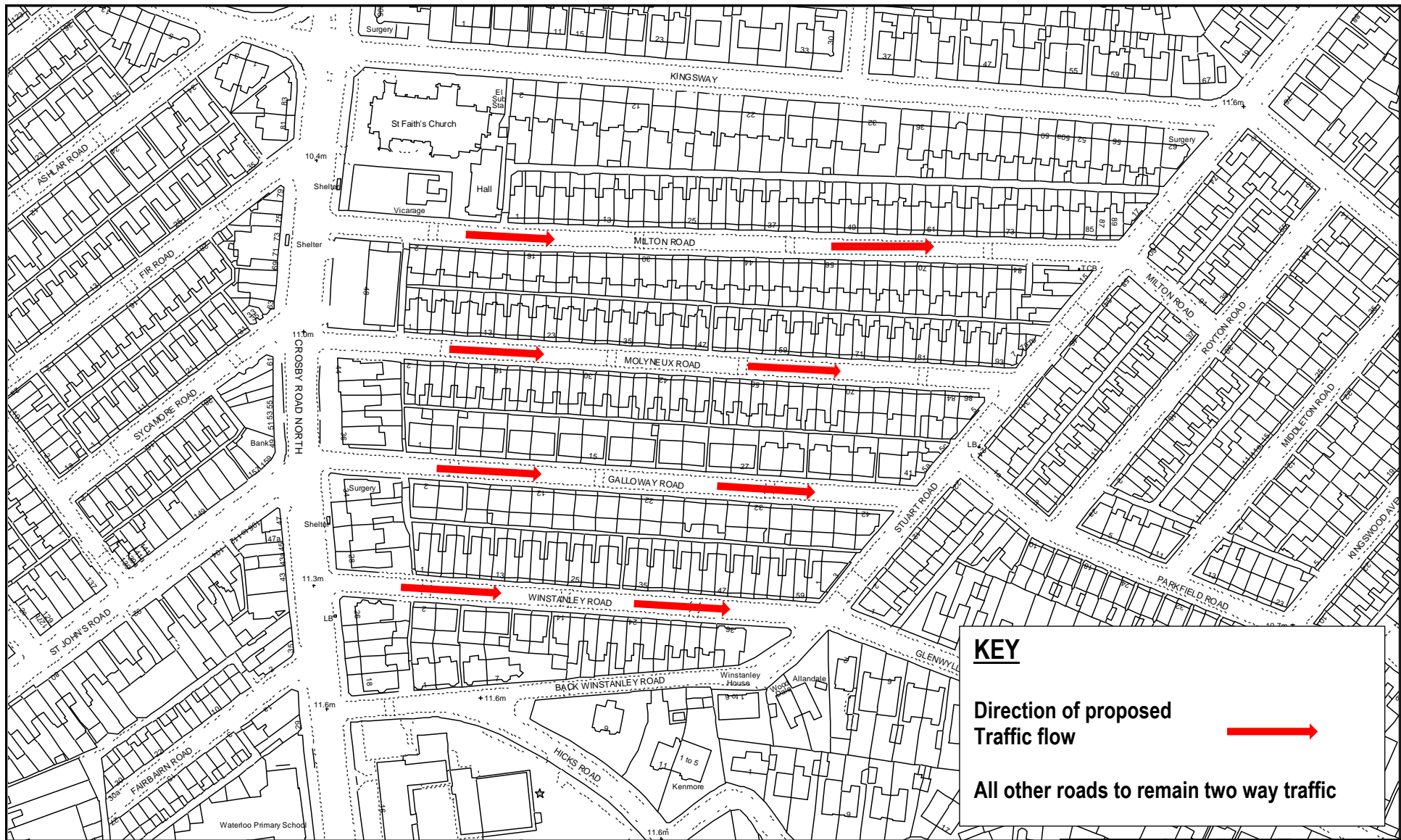
4.0 Discussion and supporting evidence

- 4.1 As reported in paragraph 2.1 an officer of the Highway Safety team has personally contacted all the current holders of Disabled parking places in all the affected four roads, (including the formal objector) on these grounds and none feel it is necessary to accept the offer to provide dropped kerbs to access their vehicle in the middle of the road.
- 4.2 It is considered that the predominant traffic flow in this area of Waterloo is in a southbound direction in the morning towards Liverpool and in the evening it is predominantly in a northbound direction. Consequently, to make some or all the roads one way in the opposite direction (Westbound) from the proposed option is very likely to increase traffic volumes, as drivers seek to avoid the traffic queues at the traffic signal junctions at Kingsway and Hicks Road. Whilst the northbound prospect of rat running in an eastbound direction is considered to be less likely. The northbound 'rat run' via A565 Crosby Road North – residential side roads – Stuart Road is less attractive as drivers will have to compete with high volumes of southbound traffic on the A565 Crosby Road North, and then compete with traffic using Stuart Road when attempting to exit in a northbound direction.
- 4.3 Interrogation of the personal injury records at the junction of Winstanley Road and Stuart Road shows that there have been no personal injury accidents in the last ten years. Whilst the perception that this junction is dangerous, the accident statistics show otherwise. In addition to which, a review of the direction of travel of the parked vehicles in Winstanley Road shows that a majority of vehicles are parked in an eastbound direction, by a ratio of 2 to 1. This shows that by choice, a majority of residents prefer to enter Winstanley Road from Crosby Road North and exit onto Stuart Road. Similarly in the other three roads, a majority of vehicles were parked in an eastbound direction by a ratio of between 2 to 1 and 3 to 1. A table showing the parking survey is attached as Annex D.
- 4.4 Whilst it is accepted that parking in the affected residential roads can be a problem at busy times due to the high density of housing and high car ownership, parking spaces can be approached and visible by the driver from some distance down the road and then driven into in a forwards or reverse direction. Parking surveys taken at 8-8.30pm, when it could be expected that most residents are home from work, show that there are several free parking spaces in all four residential roads.
- 4.5 All four affected residential roads have existing traffic calming measures in the form of vertical deflection measures or road humps to reduce speed or make drivers adjust their speed accordingly. The proposal is not expected to increase vehicle speeds following the implementation of the one way system.
- 4.6 As can be seen from the parking surveys in Annex D, the vast majority of residents already make this west to east manoeuvre down the side roads by choice and the number of residents who would be forced to exit onto Stuart Road instead of Crosby Road North is extremely low. It is not considered that this extra volume of traffic onto Stuart Road would cause any appreciable problems.


ANNEX A

Average daily recorded volume of traffic (including weekends)

ROAD NAME		EASTBOUND	WESTBOUND
Winstanley Road		155	96
Galloway Road		125	72
Molyneux Road		259	94
Milton Road		209	147



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

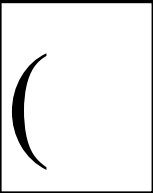
Scale

Date

CT

NTS

June '22





Highway Management Manager
Magdalen House,
Trinity Road,
Bootle,
L20 3NJ

19th January 2023

Dear Sir/Madam,

I am a resident on Winstanley Road and I object to the proposed Traffic Regulation Order 2023 as published in the Metro Wednesday, January 18th 2023 which is to make the traffic flow one way on the street west from Crosby Road North to Stuart Road for the following reasons:

1. My wife is registered disabled and cannot drive. As her registered carer I have to take her to medical appointments at hospitals regularly. The proposal would force our car to face the opposite direction when parked in the disabled bay outside our house which means my wife would really struggle having to access our car from the middle of the street. This would take extra time, requires a step and makes life even more difficult for her and is causing us both some stress. The same will apply for her leaving the vehicle. Furthermore in the event of her becoming really ill I would have to carry her into the road to access our vehicle. The streets are narrow with parked cars on both sides which will force commuters to wait as my wife accesses or leaves our car. It also makes us both concerned for my Wife's safety as commuters are often impatient and I fear it may lead to abuse from commuters.
2. The one way system running from Crosby Road North will increase the traffic in these streets especially at rush hour as commuters will use them to avoid the traffic lights on the corner of Back Winstanley road and Kingsway to gain access to the Stuart Road, Brownmoor Lane and Chesterfield Road rat run to avoid going through Crosby Village. This increased traffic will increase noise, pollution and accidents in these streets.
3. The turning out of Winstanley Road onto Stuart Road is hazardous as there is a blind bend on Back Winstanley Road which is often approached at speed by impatient drivers, especially turning right towards Back Winstanley Road (the speed bump being removed by the council some years ago). The increased traffic in the street leaving the exit will increase the risk of accidents, especially when commuters start using the street as a rat run.

Please do not continue with the proposal to make Winstanley Road one way from Crosby Road North as it will make our lives more difficult, including increasing traffic, noise, pollution and increasing the risk of accidents on the junction of Winstanley Road and Stuart Road. As a long time resident of Winstanley Road I believe that the proposal is not in the best interest of the residents of this street.

Regards



[REDACTED]

To the Highway management manager

I want to object to the proposed one way system on Winstanley Rd. The main reason being that turning out of Winstanley Rd onto Stuart Rd is dangerous (when turning right) due to a very sharp bend on Back Winstanley Rd that a majority of motorists speed around the bend, turning left onto Stuart Rd isn't much better, also making all 4 roads Westley-Eastley means that if you can't find somewhere to park in your own road as is often the case, you would then have to drive all the way up to Kingsway & back down each road until you find somewhere to park,

or put your life in your hands and turn right of out of Winstanley Rd. I am also aware of the immense difficulty making Winstanley Rd Westley-Eastley will have on one of my neighbours who due to her disability would find it impossible to get into her car from the road, she would have to be lifted into her car, nor dignified & not safe.

Finally I feel that changing our two way road into a one way road will increase vehicle speeds as they know they won't be expecting any other oncoming vehicles. Please reconsider this proposal -

Yours faithfully

[REDACTED]

Dear Sir,

I would like to object to the proposal to make Winstanley Rd, Gralway Rd, Molinsux Rd and Milton Rd One Way Traffic.

I do not think this will have any beneficial effect on traffic Management. Indeed I feel it will increase traffic congestion on Stuart Rd and Kingsway. It will also increase the probability of accidents when vehicles are turning right out of these roads onto Stuart Rd especially when

turning out of Winstanley Rd due to the sharp bend in Back Winstanley Rd.

Please reconsider the proposal. The only problem is too many cars and this will only cause more problems. If something must be done, please make alternate roads one way in opposite directions

Yours Faithfully

Objection (emailed comments received by Highway Safety)

I object to current plans and would propose Milton and Molyneux Road having access from Stuart Road end and Galloway and Winstanley having access from Crosby Road North
If all the roads were accessed from Stuart Road End, this would add to an already very busy road especially due to work and school traffic

As mentioned before the result of the traffic flow being monitored, I do not believe this is a true picture. It is not all residents traffic, it is a lot of Tesco shoppers, ppl cutting through to skip the lights, local businesses parking their cars for the day.

Table showing on-street parking volumes and direction in which vehicles were parked after 8pm on Tuesday 24th January 2023

ROAD NAME	TIME OF SURVEY	VEHICLES PARKED IN EASTBOUND DIRECTION (FACING STUART ROAD)	VEHICLES PARKED IN WESTBOUND DIRECTION (FACING A565)
WINSTANLEY ROAD	8.05PM	33	22
GALLOWAY ROAD	8.10PM	35	11
MOLYNEUX ROAD	8.15PM	58	22
MILTON ROAD	8.22PM	68	21