

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 4 September 2023
Subject:	Molyneux Road area, Waterloo - Results of residents consultation to alternate one way traffic system and objections to proposed scheme		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Church;
Portfolio:	Cabinet Member – Locality Services		
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the results of a residents' consultation and the receipt of objections relating to the proposed alternate one-way traffic scheme for the Molyneux Road area, Waterloo.

Recommendation(s):

- (i) The results of the residents' consultation be noted;
- (ii) The objections to the scheme be noted;
- (iii) The alternate one-way Traffic Regulation Orders be progressed as originally advertised;
- (iv) 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)

One way traffic scheme, reported to 13th March 2023 meeting of this Committee.

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 £35 000 will be funded from the Church Ward devolved s106 budget.

(B) Capital Costs

Nil.

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):

All costs associated with the introduction of the One-Way system will be funded from the Church Ward s106 allocation.

Legal Implications:

There are no legal implications

Equality Implications:

There are no equality implications.

Impact on Children and Young People:

None

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 authorisation to implement a Traffic Regulation Order to control the safe movement of traffic. 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 and assist road users.

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 7329/23) has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Orders, amounting to £35 000, will be funded from the Church Ward devolved s106 budget and the Chief Legal and Democratic Officer (LD.5529/23) has been consulted and has no comments on the report.

(B) External Consultations

The proposed one-way streets proposal has been advertised in the Metro newspaper 12/07/2023, with a 21 day objection period ending 02/08/2023.

Implementation Date for the Decision

Immediately following the Committee 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.

1.0 Introduction

- 1.1 Following a consultation with residents of the Molyneux Road area of Waterloo on the subject of a potential one-way system earlier last year, four objections to the proposed scheme were received. The proposed scheme involved making Winstanley Road, Galloway Road, Molyneux Road and Milton Road one-way, so that traffic proceeded on each road in a direction from Crosby Road North towards Stuart Road.
- 1.2 The objections were considered by this Committee at its meeting of 13th March 2023. It was resolved that following further consultations with Church Ward Members, the Cabinet Member for Locality Services be requested to further consider the proposal.
- 1.3 Following discussion with Highway Safety officers, Church Ward Members agreed to release a further consultation with affected residents, the effect of which would be to make the four roads, Winstanley Road, Galloway Road, Molyneux Road and Milton Road one way in alternate directions. By making Winstanley Road one way in the other direction (westbound), it would resolve the objection received from a resident in that road.
- 1.4 Further to the discussions with Church Ward Members, the proposed scheme was discussed with Cabinet Member, Locality Services who agreed to the proposed scheme on the basis that Church Ward Members had agreed to fully fund the scheme from their devolved budgets.
- 1.5 Given that this will be the third consultation with residents in the same area, firstly on Residents Privileged parking, then a one-way scheme with all roads one way in the same direction and now this alternate one-way scheme, Cabinet Member agreed that the consultation should coincide with the legal advertising process to introduce the scheme. This not only cuts down the timescale for the introduction of the scheme but also permits the matter to be reported to this cycle of Committee meetings so that the results of the consultation and any legal objections can be considered at the same time.

2.0 Estimated costs

- 2.1 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.
- 2.2 The costs for the original one-way scheme with all roads operating in an Easterly direction amounted to approximately £27 471. The original estimated cost was provided in May 2022. However, due to inflationary rises and a renewal of the term contract the costs have risen significantly and now the estimated of implementing the revised scheme is approximately £35 000.

3.0 Consultation

- 3.1 A total of 268 consultation documents were hand delivered to every property in the area on 29th June 2023 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 A.

- 3.2 Out of the 268 documents delivered, 115 (43%) were returned, of which 100 (87%) were in favour and 15 (13%) were against.
- 3.3 The response rate is relatively good for a scheme which affects every resident in the street, but those residents who chose to return their questionnaire 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.
- 3.4 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 (%)
Galloway Road	11 (73%)	4 (27%)	15 (31%)
Milton Road	38 (93%)	3 (7%)	41 (47%)
Molyneux Road	34 (85%)	6 (15%)	40 (44%)
Winstanley Road	17 (89%)	2 (11%)	19 (40%)
Total	100	15	115 (43% response)

- 3.5 From the above table, response rates from the four side roads, ranged from 31% (Galloway Road) to 47% (Milton Road).
- 3.6 Out of the 115 responses, 41 of the respondents chose to include comments. Generally, many of them related to common themes and these can be broken down into three categories, which are shown below. The number against each comment relates to the number of residents making that comment.
- TESCO customers parking / driving / causing congestion is the problem (12)
 - Fully support the idea / agree to the proposal / implement as soon as possible (12)
 - Introduce RPP (8)
 - A solution to a non-problem / this will cause more problems / how will this help (5)

4.0 Objections to proposed Traffic Regulation Order

- 4.1 Six objections were received from respondents prior to the expiry date of the objection period on 26 July 2023.
- 4.2 Copies of the objections are shown as Annex B, with all identities being removed for anonymity purposes.

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

- 'There is no evidence to support this proposal such as traffic count data and has only been proposed following a minority of complaints.'
- 'There is no problem, why propose something that will make residents lives difficult and will create rat-runs as drivers avoid the traffic lights at Kingsway and Hicks Road particularly at peak times.'
- 'One way will increase vehicle speeds, which is already more of a problem than the one you are trying to solve.'
- 'The proposal will increase vehicle flows on Stuart Road.'
- 'Police will not enforce this if implemented.'
- 'Milton Road one way should be in the other direction 90% of traffic comes from TESCO Express shop.'
- 'Parking problems will increase, and residents will have to 'circle round' until space becomes available.'
- 'The right turn into Galloway Road on Crosby Road North is already unsafe, this will exacerbate the problem.'
- 'The proposal will cause difficulty in negotiating the exit from Milton Road and Galloway Road onto Stuart Road.'

5.0 Discussion and supporting evidence

5.1 The original proposal for the introduction of one way in all four roads in an easterly direction was founded from complaints from residents during the initial consultation regarding the proposed introduction of Residents Privileged parking. On-street parking on both sides of the road and a narrow carriageway has led to numerous alleged 'mexican stand-offs' due to two vehicles travelling in opposite directions and both drivers refusing to back up to let the other pass. However, following the receipt of objections during the legal procedure to implement the one-way system, this Committee resolved that the matter be discussed with Church Ward Members, who agreed to progress with a consultation on the alternate one-way system.

5.2 Under the current proposal, two roads will operate West-East and two will operate East-West. If rat running to avoid the traffic signalled junctions at Kingsway and Hicks Road occurs, it is most likely to be at peak times. However, if following implementation of the scheme, the volume of rat running traffic is so great that it causes traffic queues to exit onto either Crosby Road North or Stuart Road it is expected that within a given time, drivers will soon realise that nothing is to be gained by avoiding the traffic signals at Kingsway and Hicks Road and revert back to the routes via the traffic signalled junctions.

5.3 All of the roads in the affected scheme are traffic calmed, therefore it is not possible to drive at excessive speed. Currently the road with the fastest freeflow 85%ile speed recorded is Galloway Road with an average 85%ile speed of 19 mph over a 24 hour period and a top speed on 22 mph. Given the speed limit for the road is 20 mph, this does not represent a problem.

5.4 During the legal process to implement the alternate one way traffic system, Merseyside Police were formally consulted and did not object to the proposal,

therefore by default it is expected that they will carry out any necessary enforcement of the one way scheme.

- 5.5 Whether 90% of the traffic travelling eastwards down Milton Road is from the TESCO Express shop cannot be established. However, the maximum average hourly volume of traffic travelling eastbound on Milton Road is currently 35, or two vehicles a minute. In a residential road this volume is considered to be extremely low. Details of the traffic counts taken in 2021/22 are shown in Annex C.
- 5.6 Parking space is already of a high premium, so the situation remains the same whether the road is two way or made one way.
- 5.7 According to personal injury accident data supplied from Merseyside Police there has only been one personal injury accident in the latest three year study period at the junction of Galloway Road and Crosby Road North. Whilst it involved a right turning vehicle, the driver of the other vehicle was at fault.
- 5.8 In both Milton Road and Galloway Road most drivers currently choose to exit in an eastbound direction onto Stuart Road. Interrogation of the personal injury accident records reveals that there are no recorded personal injury accidents at either of these locations in the latest three-year study period, therefore this is a safe manoeuvre.

6.0 Discussion

- 6.1 The results of the consultation reveal that despite six objections to the proposals, a vast majority of respondents in all four roads are in favour of the proposals.
- 6.2 The recommendation from Highway Safety officers is that the proposals are implemented as soon as possible with no amendments.

PUBLIC CONSULTATION

Alternate One-Way Traffic scheme Molyneux Road area, Waterloo

You will recall that last July we consulted you on a proposal for the introduction of a one-way traffic scheme in your road. Based upon traffic counts and assessment of parking trends the intention was for all the roads to be made one way in the direction of Stuart Road.

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

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

Despite concern that approximately two thirds of residents chose not to respond, the scheme was approved in principle by Licensing and Regulatory Committee at its meeting of 5th September 2022 and the necessary processes to implement the Traffic Regulation Orders (TRO) for the one way scheme was also approved.

However, during the legal process to implement the TRO's four objections were received from residents. These were reported to the Licensing & Regulatory Committee at its meeting on 13th March 2023. The Committee resolved that following deliberation of the objections that further consideration and discussion should be made with your Church Ward Councillors which has resulted in the suggestion of implementing alternate one-way streets to accommodate the objections to the original scheme.

A plan showing the proposed alternate 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 revised 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 Wednesday 26th July 2023**.

cont'd overleaf...

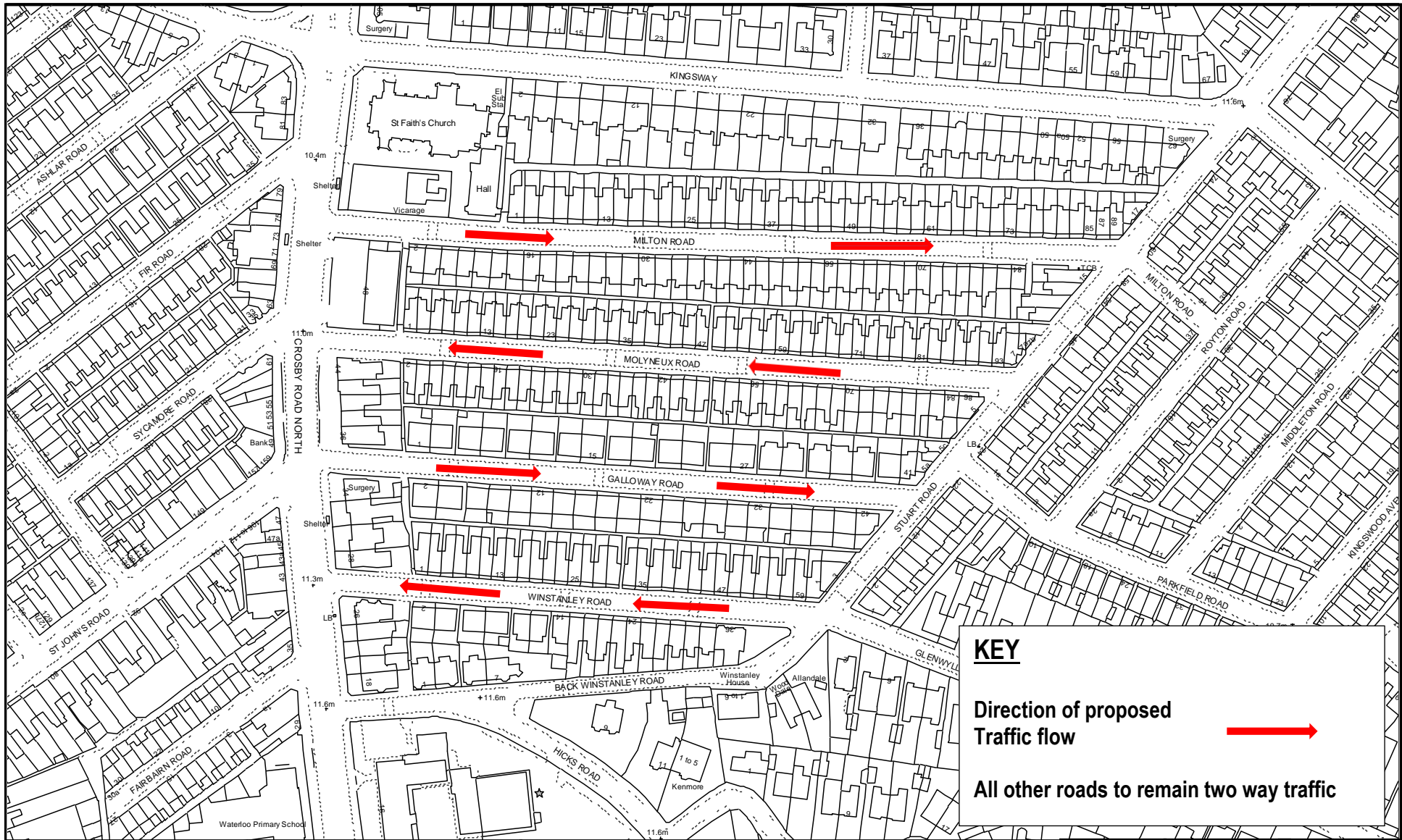
Residents should be aware that, in order to shorten the timescales for the possible introduction of the One-Way system, it is intended to legally advertise the proposals in the local Press at the same time as this consultation is taking place. The results from this letter-drop consultation, and any legal objections received as a result of the Newspaper notice will be reported within the same report to Licensing & Regulatory Committee on **4th September 2023 at 6.30 p.m. at Southport Town Hall, Lord Street, Southport.**

If you wish to make a legal objection to the proposal, you can write this in the 'comments' box of the questionnaire. You may also attach additional pages (marked with your name and address and headed "Legal Objection to proposed TRO") if you so desire. If you object to the proposals your name and address will be redacted from the detail within the report submitted to Licensing & Regulatory Committee so it will be anonymous.


Please note that the legal advertising of the order does not pre-empt any decision about the scheme. Licencing & Regulatory Committee Members will review all comments made during the letter-drop consultation, together with any legal objections before making a final decision.

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**



KEY

Direction of proposed Traffic flow 

All other roads to remain two way traffic

<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Peter Moore</p> <p>Head of Highways and Public Protection</p>	<p>Title</p> <p>Molyneux Road area, Waterloo</p> <p>Proposed One way traffic system</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>CT</p> <p>NTS</p> <p>June '23</p>	
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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? (and vice versa)

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 (also applies to the proposed one way in the opposite direction).

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.



**Proposed One way traffic system
Molyneux Road area, Waterloo**

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

YES

NO

Comments – If you wish to formally object, please commence your comments with **FORMAL OBJECTION TO TRO** (continue overleaf if necessary):

FORMAL OBJECTION TO TRO
Due to difficulty in writing I have attached a typed page to this questionnaire.

Name:

Address:

Please complete and return in the pre-paid envelope provided, to reach us no later than **Wednesday 26th July 2023.**

**Sefton MBC Traffic Services Unit
Highway Safety Team**

**Peter Moore
Head of Highways and Public Protection**

Formal Objection to TRO

Having read your Public Consultation Document, I find I object to this proposed TRO for a number of reasons, as laid out below.

- **There is no evidence given to support the proposal of this TRO. There is no empirical data, such as traffic count numbers, traffic flow, visual observations. It would appear that as with this proposal and previous ones, it appears to have been made due to a small number of complaints. For the evidence presented 79 yes responses from an available pool of probably 500 directly affected households, this is approx. 16%. So the other 84% should have this TRO imposed upon them.**
- **The traffic flow on these roads is on the whole self-regulating. Drivers travelling on either Crosby Road or Stuart Road will usually avoid the four roads in question because they do not want to meet oncoming traffic, therefore traffic flow is reduced of its own accord.**
- **The reports I have heard of complaints concerning "Mexican Stand-offs" between drivers are almost certainly exaggerated. I have lived at this address for more than 35 years and have seen this so rarely that it does not even register as a problem.**
- **More often hold-ups are caused by delivery drivers, mainly Amazon and Royal Mail. These drivers are only doing their jobs and the difficulty in parking causes this not traffic flow. I would imagine the people complaining would still want their items delivered. This particular problem will not be altered by the TRO.**
- **As stated the traffic flow is fairly self regulating, but by making these roads one-way, you will be creating rat-runs, where drivers trying to avoid the traffic lights at both Kingsway and Hicks Road, will now know they will not meet oncoming vehicles.**
- **This will also no doubt increase the speed they travel down these roads, this I consider more of a problem for residents than the one you claim to be trying to solve. This shown**

Formal Objection to TRO

- regularly by speeds some vehicles travel down this road, including residents.
- Also this will increase traffic flow on Stuart Road, residents **will be forced to either enter or exit their roads from a particular direction. Not the ones they would normally use.**
- Saying the police will enforce this TRO is laughable, they are so badly funded and resource limited that the idea they will be able to enforce this TRO is just lip service.

The problems this TRO is going to present for residents are going to be.

- a) **Problems exiting their roads at peak times due to the increased volume of traffic now using these roads as a rat-run.**
- b) **Increased speeds of vehicles, particularly non-residents using these roads will increase risks of injuries to pedestrians, far more than the existing situation.**
- c) **The difficulty of negotiating the exit to Stuart Road for residents of Milton or Galloway Roads, due to the heavy traffic flow Southbound on Stuart Road, and the acute angle of the junctions, at peak times.**
- d) **Those residents of Molynuex and Winstanley will now also have to compete with traffic flow from Stuart Road using these to roads as a rat run. Also the number of lights both traffic and pedestrian at or near these junctions is going to make turning right or left a problem, but especially turning right, at most times of the day.**

Therefore in conclusion I have to strongly object to the imposition of this TRO, as I feel it is answering a problem that does not truly exist. Its implementation will be to the detriment of the residents of these roads.

I firmly believe that this Scheme is as badly thought out as all of the previous proposals for these roads and should be dismissed as have they been.



Proposed One way traffic system Molyneux Road area, Waterloo

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

YES

NO

Comments – If you wish to formally object, please commence your comments with **FORMAL OBJECTION TO TRO** (continue overleaf if necessary):

MY OBJECTION TO THE TRO IS AS STATED FOR ME AND MY WIFE, FIRSTLY
THE PROPOSED DIRECTION OF TRAFFIC FOR MOLYNEUX ROAD SHOULD BE
FROM SQUART ROAD TO CROSBY ROAD.
BY FAR NINETY PERCENT OF TRAFFIC COMES FROM TESCO SHOPPERS AND
PEOPLE TRYING TO BEAT THE LIGHTS AT GREENSBAY.
HAVING BEEN A RESIDENT ON THE ROAD SINCE 1974 I SEE TRAFFIC
CONCERNS ON A DAILY BASIS
YOU WOULD NOT BELIEVE THE VOLUME OF TRAFFIC UP MELTO AS HEADING
TO STUART ROAD.

YOURS SINCERELY

Name:

Address:

Please complete and return in the pre-paid envelope provided, to reach us no later than **Wednesday 26th July 2023**.

Sefton MBC Traffic Services Unit
Highway Safety Team

Peter Moore
Head of Highways and Public Protection



Proposed One way traffic system Molyneux Road area, Waterloo

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

YES

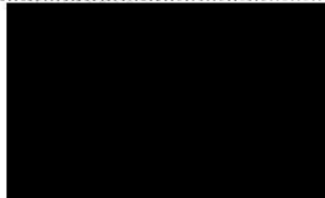
NO

Comments – If you wish to formally object, please commence your comments with **FORMAL OBJECTION TO TRO** (continue overleaf if necessary):

FORMAL OBJECTION TO TRO
I OBJECT TO THE PROPOSAL TO MAKE THE 4 ROADS
ALTERNATIVE ONE-WAY 100% MAKE THE ROADS
ONE-WAY BUT FROM STUART RD WEST BOUND TO
CROSBY RD NORTH THE REASON FOR MY OBJECTION
IS THAT THE ROADS WILL BECOME A CAT RUN FOR CARS
USING THESE ROADS AS TO AVOID THE LIGHTS
AT THE JUNCTION AT COLLEGE RD AND HINSEY WAY

Name:

Address:



Please complete and return in the pre-paid envelope provided, to reach us no later than **Wednesday 26th July 2023**.

Sefton MBC Traffic Services Unit
Highway Safety Team

Peter Moore
Head of Highways and Public Protection

**Proposed One way traffic system
Molyneux Road area, Waterloo**

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO

Comments – If you wish to formally object, please commence your comments with FORMAL OBJECTION TO TRO (continue overleaf if necessary):

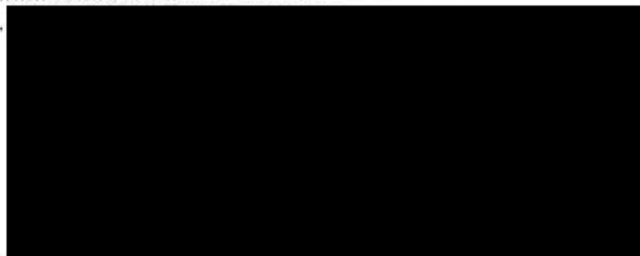
OUR OBJECTION IS TWO-FOLD:

1) TRAFFIC PARKED IN STUART ROAD (PARADE of SHOPS & AREA) WILL FREQUENTLY OBSCURE SITE/EASY ACCESS TO MOLYNEUX ROAD FROM THE EASTERN END.

2) CARS TEMPORARILY PARKING TO USE TESCO EXPRESS WILL INEVITABLY BLOCK PARKING AT THE WESTERN END (LOWER HOUSE NUMBERS) of MOLYNEUX ROAD. THIS IS ALREADY AN ISSUE BUT AT LEAST CURRENTLY WE CAN PARK AT THE 'NEAREST' POINT. THE PROPOSED ALTERNATE WILL RESULT IN THE NEED TO CIRCLE ROUND TIL SPACE BECOMES AVAILABLE.

Name:

Address:



Please complete and return in the pre-paid envelope provided, to reach us no later than **Wednesday 26th July 2023.**

**Sefton MBC Traffic Services Unit
Highway Safety Team**

**Peter Moore
Head of Highways and Public Protection**



Proposed One way traffic system Molyneux Road area, Waterloo

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

YES

NO

Comments – If you wish to formally object, please commence your comments with FORMAL OBJECTION TO TRO (continue overleaf if necessary): *FORMAL OBJECTION TO TRO: FIRSTLY - SAFETY. TURNING RIGHT INTO GALLOWAY WILL BE INCREASED. THIS IS ALREADY A PINCH POINT AS CARS TURNING RIGHT DOWN GALLOWAY AND ST JOHNS DO NOT DO SO SAFELY "BEHIND" EACH OTHER. THIS ALREADY IS A SAFETY CONCERN. I HAVE MARKED THIS ON THE PLAN WITH Ⓞ.*

SECONDS - REQUIREMENT. I DO NOT USE WINSTANLEY SO CANNOT COMMENT ON THAT ROAD, BUT APPRECIATE THERE IS A PROBLEM IN MOLYNEUX AND MILTON, SO AGREE THERE'S A REQUIREMENT FOR ACTION IN THESE ROADS. HOWEVER - GALLOWAY DOES NOT HAVE A TRAFFIC PROBLEM IN MY OPINION - NOTE ON THE PLAN THAT GALLOWAY CONTAINS DOUBLE-FRONTED HOUSES ON BOTH SIDES, SO PARKING IS RARELY A PROBLEM. NEITHER IS PASSING OTHER VEHICLES ON THIS ROAD - THERE IS ALWAYS SPACE. I FUNDAMENTALLY DISAGREE IN TRYING TO RESOLVE A PROBLEM WHERE ONE DOES NOT EXIST, WHERE IT COULD (WOULD?) EXACERBATE AN EXISTING SAFETY CONCERN, AND WHERE IT MAY AID THE PROPOSED RESTRICTIONS BEING PLACED ON ADJACENT ROADS THROUGH THIS SCHEME. I DO NOT AGREE TO THE SCHEME BEING IMPLEMENTED IN GALLOWAY ROAD.

Name: [REDACTED]

Address: [REDACTED]

Please complete and return in the pre-paid envelope provided, to reach us no later than Wednesday 26th July 2023.

Sefton MBC Traffic Services Unit
Highway Safety Team

Peter Moore
Head of Highways and Public Protection

**Proposed One way traffic system
Molyneux Road area, Waterloo**

QUESTIONNAIRE

Are you in favour of the proposed Alternate One-way traffic system in all four residential roads, as detailed on the enclosed plan?

(Place a tick (✓) in the appropriate box): -

<input checked="" type="checkbox"/>	YES
<input type="checkbox"/>	NO

Comments – If you wish to formally object, please commence your comments with **FORMAL OBJECTION TO TRO** (continue overleaf if necessary):

FORMAL OBJECTION TO TRO
Although the latest proposal is more acceptable than the previous one, we would prefer if there was no intervention to the flow of traffic and the roads continued to be 2 way traffic. There is no need for one way in Wensleydale and Seaford roads. The only problem is caused by vehicles waiting at junctions on Gurney St and using Milton and Molyneux Rd to enter and exit the street.

Name: S

Address:



Please complete and return in the pre-paid envelope provided, to reach us no later than **Wednesday 26th July 2023.**

Sefton MBC Traffic Services Unit
Highway Safety Team

Peter Moore
Head of Highways and Public Protection

TRAFFIC COUNTS

Maximum Average hourly recorded volume of traffic (including weekends) i.e. Average Vehicles per hour, and Total vehicles average per day.

		MAXIMUM AVERAGE VEHICLES PER HOUR	MAXIMUM AVERAGE VEHICLES PER HOUR	MAXIMUM TOTAL VEHICLES PER DAY	MAXIMUM TOTAL VEHICLES PER DAY
ROAD NAME		EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
Winstanley Road		18	14	185	128
Galloway Road		20	18	186	106
Molyneux Road		33	20	339	117
Milton Road		35	21	299	296