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**Report to:** Southport Area Committee      **Date of Meeting:** 27 March 2013

**Subject:** Matlock Road and Bury Road, Southport – Proposed Waiting Restrictions, One-Way System and Traffic Calming

**Report of:** Director of Built Environment      **Wards Affected:** Birkdale

**Is this a Key Decision?** No      **Is it included in the Forward Plan?** No

**Exempt/Confidential** No

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**Purpose/Summary**

To seek approval to introduce Waiting Restrictions, One-Way system and Speed Cushions on Matlock Road and Bury Road, Southport.

**Recommendation(s)**

It is recommended that Southport Area Committee:-

- i) approve the revocation of all existing Traffic Regulation Orders, as described in paragraph 2.2;
- ii) approve the introduction of the One-way system, as shown in Annex A;
- iii) approve the introduction of the speed cushions, as shown in Annex B;
- iv) approve the introduction of the waiting restrictions, loading bay and Disabled Parking Place, as shown in Annex C.

**How does the decision contribute to the Council’s Corporate Objectives?**

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Jobs and Prosperity	√		
3	Environmental Sustainability		√	
4	Health and Well-Being	√		
5	Children and Young People	√		
6	Creating Safe Communities	√		
7	Creating Inclusive Communities	√		
8	Improving the Quality of Council Services and Strengthening Local Democracy		√	

**Reasons for the Recommendation:**

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). Approval of Highway schemes and authorisation to proceed with Traffic Regulation Orders fall under the remit of Area Committees.

**What will it cost and how will it be financed?**

**(A) Revenue Costs**     None

**(B) Capital Costs**

The cost of introducing the waiting restrictions, speed cushions and One-Way system, together with all advertising costs relating to the new Traffic Regulation Orders, estimated at £12,000 will be met by the applicant as part of an agreed Planning Condition. This cost will be picked up as part of the large Capital scheme for the additional accommodation at Birkdale Primary (CA881).

**Implications:** The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Legal</b>	The Council has the power to make Traffic Regulation Orders under Section 1 of the Road Traffic Regulation Act 1984	
<b>Human Resources</b>	None	
<b>Equality</b>		
1.	No Equality Implication	<input checked="" type="checkbox"/>
2.	Equality Implications identified and mitigated	<input type="checkbox"/>
3.	Equality Implication identified and risk remains	<input type="checkbox"/>

**Impact on Service Delivery:**

None

**What consultations have taken place on the proposals and when?**

The Head of Corporate Finance & ICT Strategy (FD2208/13) has been consulted and has no comments to make on this report. All associated costs will be met from the existing Capital scheme for Birkdale Primary School additional accommodation (CA881).

The Head of Corporate Legal Services (LD 1524/13) has been consulted and has no comments on the report.

**Are there any other options available for consideration?** No

**Implementation Date for the Decision:** Immediately following the Committee meeting.

**Contact Officer:**     Steve Johnston  
**Tel:**                     0151 934 4258  
**Email:**                 steve.Johnston@sefton.gov.uk

**Background Papers:** Planning application S/2012/0894.

## **1.0 Introduction**

- 1.1 On 18 October 2012, Planning Approval was given, for alterations to Birkdale Primary School, Matlock Road, Birkdale. The alterations involved the erection of a single storey link extension between the Junior and Infant building incorporating a roof-top playdeck, new sections of boundary fencing, additional car parking and external alterations.
- 1.2 As part of the Planning Approval, a number of Planning Conditions were placed on the applicant, relating to the surrounding highway network. These can be summarised as follows:-
- to fund the provision of traffic signs, posts, illumination units and associated electrical connections to indicate a 'one-way' system on Matlock Road (between Upper Aughton Road and Bury Road) in a south-westerly direction;
  - to fund the introduction of a detailed scheme of traffic calming designed to maintain vehicle speeds at 20mph or less on Matlock Road (between Upper Aughton and Bury Road) and Bury Road and
  - to fund the amendment/removal/renewal of yellow 'School Keep Clear' zig zag markings on the north-west side of Matlock Road.
- 1.3 Following the granting of Planning Permission for the alterations to the school, further meetings and discussions have taken place with the Head, school governors and officers to take forward these Conditions and clarify how the school will operate in terms of pedestrian and vehicular accesses.
- 1.4 As a result of these meetings, it was suggested that the proposed One-Way system should be reversed, so that drivers would enter Matlock Road from the Bury Road end, and exit from the Upper Aughton Road end, i.e in a north-easterly direction. In peak periods, any queuing of traffic waiting to exit onto Eastbourne Road would occur at the Upper Aughton Road end, and not adjacent to the school in Bury Road.
- 1.5 It was also suggested that, to assist in deliveries to the school kitchens, a loading bay be provided on Matlock Road.
- 1.6 A final suggestion involved the creation of a dedicated parking bay for Blue Badge holders for parents transporting pupils with disabilities.

## **1.0 Proposal**

- 2.1 In order to address the Planning Conditions and the additional waiting restrictions suggested by representatives from the school, the following items are proposed:-
- 1.1.1 The introduction of a One-Way system on Matlock Road, in a north-easterly direction. A plan showing the proposal is attached as Annex A. This is designed to reduce the congestion caused by parents entering Matlock Road from both directions at school start and finish times.
- 1.1.2 The introduction of a system of speed cushions on Matlock Road and Bury Road. This is to counter any increase in vehicle speeds

caused by the introduction of the One-Way system. Speed cushions have been suggested as large numbers of cyclists have been observed on Matlock Road, and cushions offer cyclists a better solution, rather than full width road humps. In addition, outside of school times, when parking is lighter, residents will be able to straddle the cushions, causing less discomfort for vehicle occupants than if they were traversing a full road hump. A plan showing the location of the proposed speed cushions is attached as Annex B.

- 1.1.3 The introduction of daytime waiting restrictions (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to keep access clear for the off-street parking places. The restriction will be from a point 18m north-east of the north-easterly kerblines of Bury Road, to a point 54m north-east of the north-easterly kerblines of Bury Road, and from a point 73m north-east of the north-easterly kerblines of Bury Road, to a point 86m north-east of the north-easterly kerblines of Bury Road;
- 1.1.4 The introduction of a daytime loading bay (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to facilitate deliveries to the school. This will be from a point 54m north-east of the north-easterly kerblines of Bury Road, to a point 73m north-east of the north-easterly kerblines of Bury Road;
- 1.1.5 The introduction of a Disabled Parking Place (Mon – Fri 8.00 a.m. to 6.00 p.m.) on the north-westerly side of Matlock Road to assist parents with disabled children attending the school. This will be from a point 86m north-east of the north-easterly kerblines of Bury Road, to a point 92.6m north-east of the north-easterly kerblines of Bury Road;
- 1.1.6 The introduction of 'standard' junction protection (No waiting at any time) at the junction of Matlock Road and Upper Aughton Road, to assist drivers turning out of Matlock Road.. The restriction will be on both sides of Matlock Road, from the south-westerly kerblines of Upper Aughton Road for a distance of 12m in a south-westerly direction, and on the south-westerly side of Upper Aughton Road from a point 10m north-west of the north-westerly kerblines of Matlock Road to a point 10m south-east of the south-easterly kerblines of Matlock Road. A plan showing the waiting restrictions, loading bay and Disabled Parking Place is attached as Annex C.

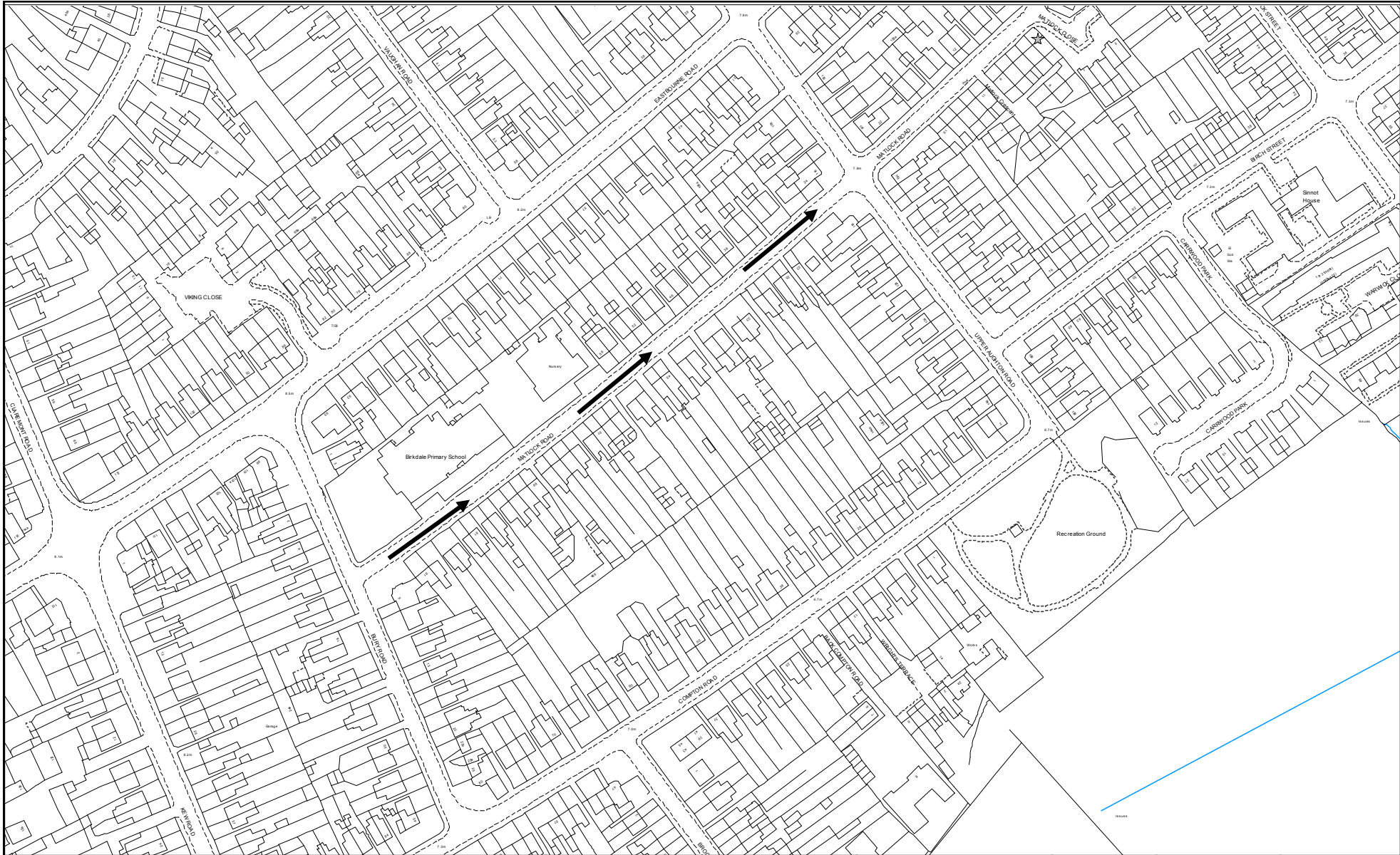
2.2 In order to simplify Sefton's Traffic Regulation Orders, current Orders which exist on any of the roads affected by this proposal will be revoked, and new Orders made incorporating the new amendments. In this respect, the following Order will be revoked and replaced with a new Order:-

- Metropolitan Borough of Sefton (Matlock Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2011.
- Metropolitan Borough of Sefton (Bury Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2011.
- Metropolitan Borough of Sefton (Upper Aughton Road, Birkdale) (On-Street Parking Places, Prohibition and Restriction of Waiting) Order, 2010.
- Metropolitan Borough of Sefton (Various Roads) (One-Way Traffic) Order 2012.

## **2.0 Financial Implications**

- 3.1 All costs relating to the progression and provision of the speed cushions, One-way system, loading bay, Disabled Parking Place and waiting restrictions, amount to approximately £12,000 will be met by the applicant chargeable against the Birkdale additional accommodation Capital scheme (CA881).





**METROPOLITAN BOROUGH OF SEFTON**

**Alan Lunt**

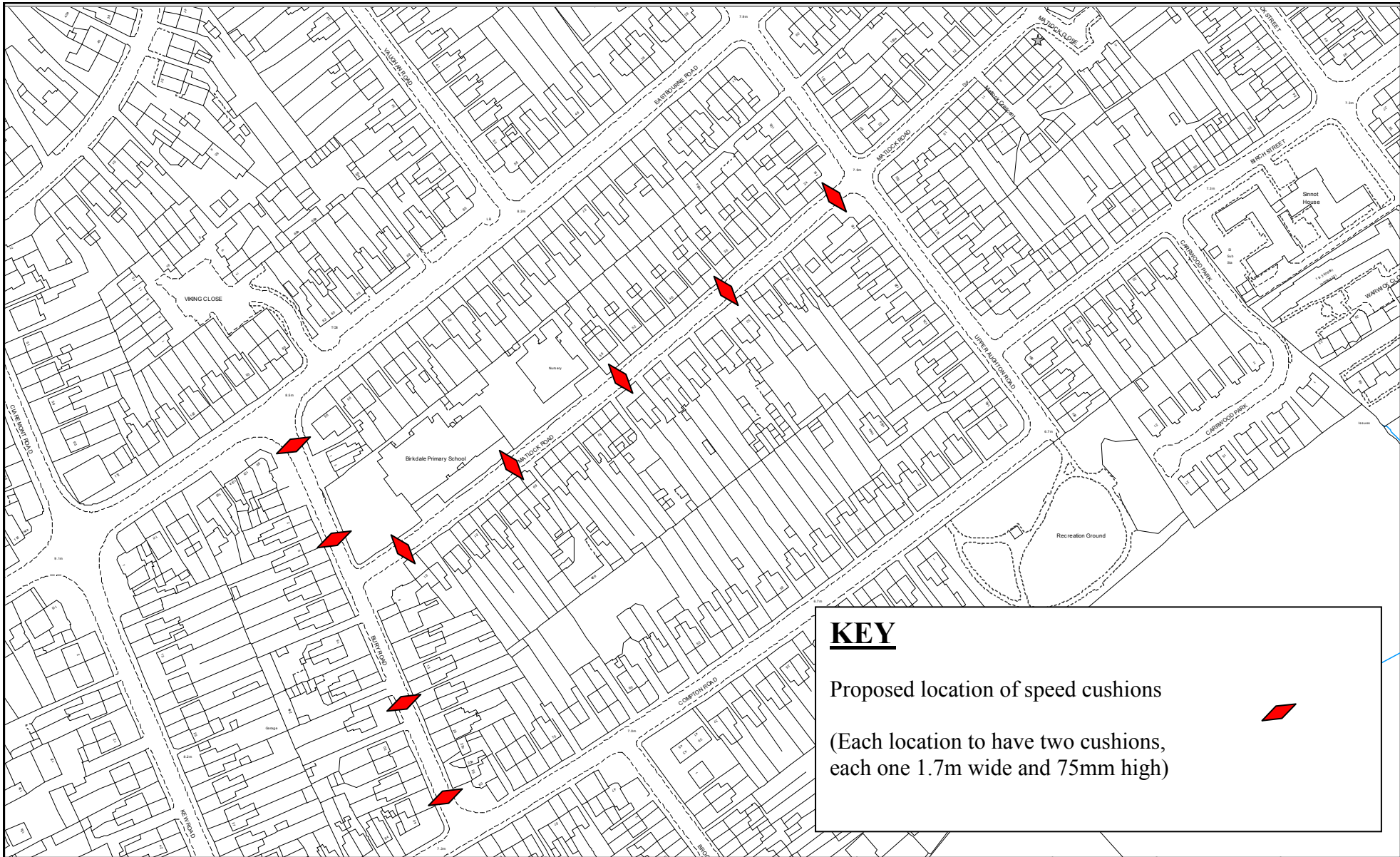
**Director of Built Environment**

**Title**  
 Matlock Road, Birkdale  
 Proposed One-Way system

<b>Drawn</b>	<i>SJ</i>
<b>Scale</b>	<i>NTS</i>
<b>Date</b>	<i>Mar 2013</i>




**ANNEX A**



**KEY**

Proposed location of speed cushions

(Each location to have two cushions, each one 1.7m wide and 75mm high)



**METROPOLITAN BOROUGH OF SEFTON**

**Alan Lunt**

**Director of Built Environment**

**Title**  
Matlock Road and Bury , Birkdale

**Proposed Speed Cushions**

**Drawn**

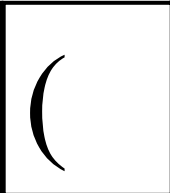
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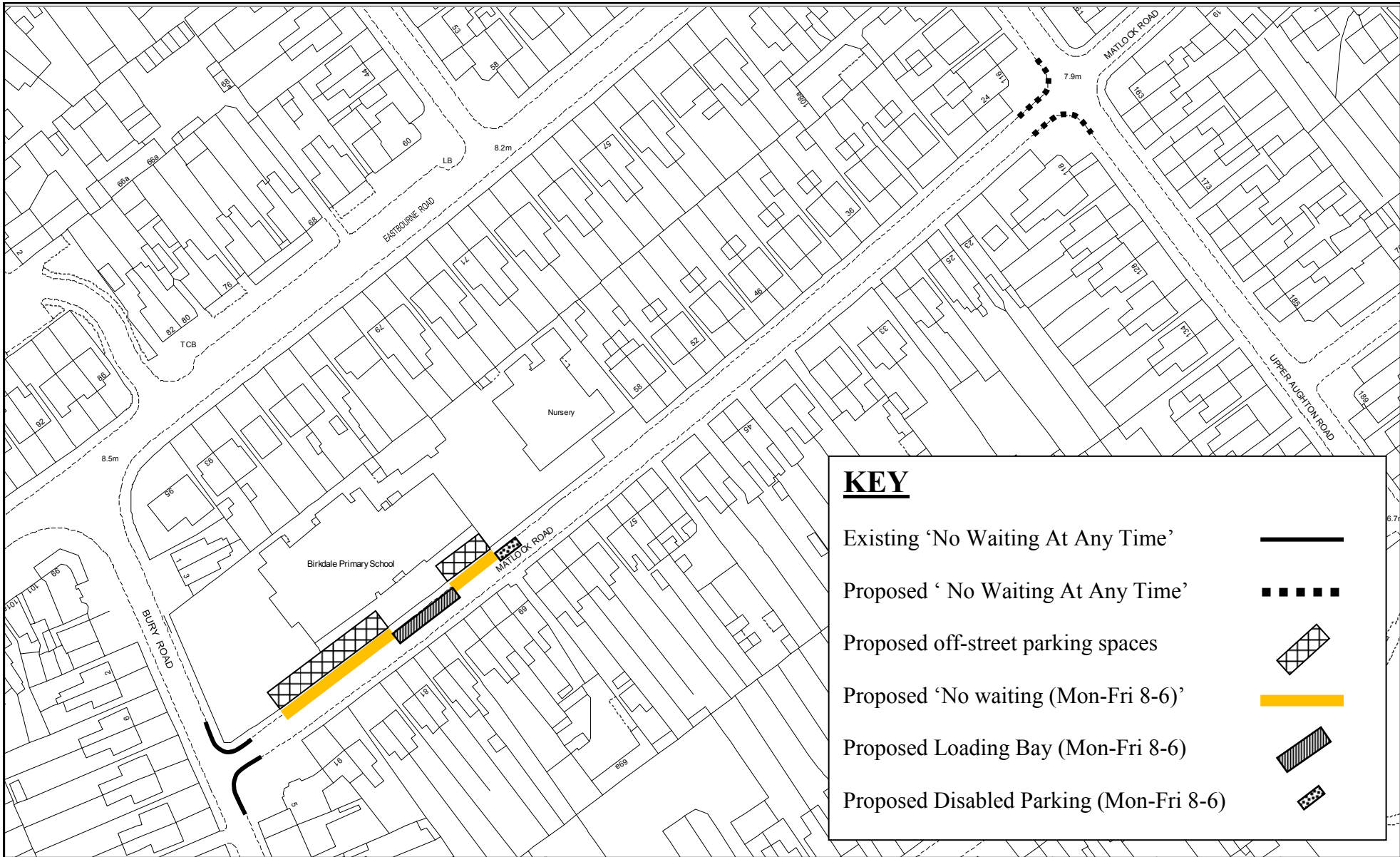
*SJ*

*NTS*

*Mar 2013*







**METROPOLITAN BOROUGH OF SEFTON**

Alan Lunt  
 Director of Built Environment

Title  
 Matlock Road, Birkdale  
 Proposed waiting restrictions

Drawn  
 Scale  
 Date

*SJ*  
*NTS*  
*Mar 2013*

