

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 25 June 2018
Subject:	Warrenhouse Road, Brighton-Le-Sands – Objection to proposed Traffic Regulation Order		
Report of:	Head of Locality Services - Commissioned	Wards Affected:	Blundellsands
Portfolio:			
Is this a Key Decision:	No	Included in Forward Plan:	No
Exempt / Confidential Report:	No		

Summary:

To report the receipt of an objection against a proposal to introduce waiting restrictions on various junctions in the Warrenhouse Road area of Brighton-Le-Sands.

Recommendations:

It is recommended that:-

- (i) The objections be noted;
- (ii) All 'No waiting at any time' waiting restrictions in the Warrenhouse Road area be progressed as originally advertised;
- (iii) The objectors be advised accordingly.

Reasons for the Recommendations:

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, amounting to £1400 will be funded from the 2018/19 Traffic Management Revenue budget.

(B) Capital Costs

Nil

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): None
Legal Implications: None
Equality Implications: There are no equality implications

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 Head of Corporate Resources has been consulted and notes the report indicates all costs associated with the introduction of the Traffic Regulation Orders, amounting to £1400, will be funded from the 2018/19 Traffic Management Revenue budget. (FD 5138/18)

Head of Regulation and Compliance has been consulted and has no comments on the report. (LD 4362/18)

(B) External Consultations

The proposed waiting restrictions have been advertised in the Crosby and Litherland Champion 22/02/2018, with a 21 day objection period ending 15 March 2018

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 The proposed waiting restrictions on Eastbourne Road have come about as part of an overall parking scheme in the Warrenhouse Road area of Brighton-Le-sands.
- 1.2 The Council's cleansing Services department have received a large number of complaints from residents in the area bounded by Oxford Road, Endsleigh Road, Warrenhouse Road and Holden Road regarding non collection of refuse and recycling in 2017. As a consequence officers from the Highway Safety team were asked to investigate the problem and arrive at a solution to the problem.
- 1.3 As a result, it was decided that parking at the junctions prevented the Cleansing Services vehicles from gaining access into the estate resulting in non collection of refuse and recycling.
- 1.4 It was decided to introduce At any time waiting restrictions at all junctions in the area. Due to the volume of on-street parking and the high density of housing it was decided that waiting restrictions extending 7m from each junction provided a compromise to residents rather than the standard 10m, but this action still provided access for large vehicles. This action was recently undertaken in the 'Dales' roads area close to St. Johns Road where similar problems were being experienced. This action has proved to be reasonably successful with the number of complaints being reduced greatly and vehicular access in now maintained.
- 1.5 These proposals were subsequently taken to Cabinet Member – Locality Services, seeking approval to formally advertise the proposals in the local Press.
- 1.6 On 1 February 2018, Cabinet Member – Locality Services approved the progression of a series of 'At any time' waiting restrictions at all junctions in Brighton-Le-Sands in an area bounded by Oxford Road, Endsleigh Road, Warrenhouse Road and Holden Road.
- 1.7 A plan showing the proposed waiting restrictions is attached as Annex A.

2.0 Objections

- 2.1 One objection was received prior to the expiry date of the objection period on 15 March 2018.
- 2.2 A copy of the objection is shown as Annex B, all identity has been removed for anonymity purposes.
- 2.3 The objection can be summarised as follows:-
 - Reducing parking spaces on any of the named roads will have a detrimental snowball effect.
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- If, as is being speculated, this has anything to do with our bin bags being collected – or not, as is regularly the case – then we believe this is a far from a suitable solution. There are very few cars here at 10am as everyone is at work. We see no reason why a bin lorry cannot get down here during the day.
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- No reason why the bin bags cannot be taken to the end of the road and collected from there if this is such a big issue.

3.0 Discussion

- 3.1 Parking space in the area is recognised to be of a high premium, however, the parking that takes place on junctions causes both a road safety problem and vehicular access problems, particularly for large vehicles. In the light of the large volume of complaints about refuse and recycling collections during 2017 it was decided that something had to be done to alleviate the problem.
- 3.2 The refuse collection crew start their round in a different location, and for economic reasons it is not possible to return to this area to complete collections. Each collection round is route “optimised” by a web based refuse round company for maximum and optimum performance, although they have some flexibility on collection times they could be over three miles away when the round is complete. Given the costs of diesel and the fuel efficiency of the vehicles used this adds significant costs to the annual collection on this round.
- 3.3 The reason why bags cannot be taken to the end of the street is that this is very time consuming for the officers involved and can lead to spillages if the bags are overladen and split during this procedure.

4.0 Proposals

- 4.1 Under the constitution of this Committee, Members can either:-
- a) approve the scheme as proposed, or;
 - b) approve the scheme with minor amendments, or;
 - c) refer the scheme to the Cabinet Member Locality Services indicating the Committee’s view on how the proposal should be progressed.
- 4.2 Given the significant problems with refuse and recycling collections, it is recommended that the proposed ‘No waiting at any time’ restrictions should be applied at all junctions as originally proposed as shown on the plan in Annex A.



METROPOLITAN BOROUGH OF SEFTON

Jim Black

Head of Locality Services - Commissioned

Warrenhouse Road Area, Waterloo

Junction Protection

Drawn

Scale

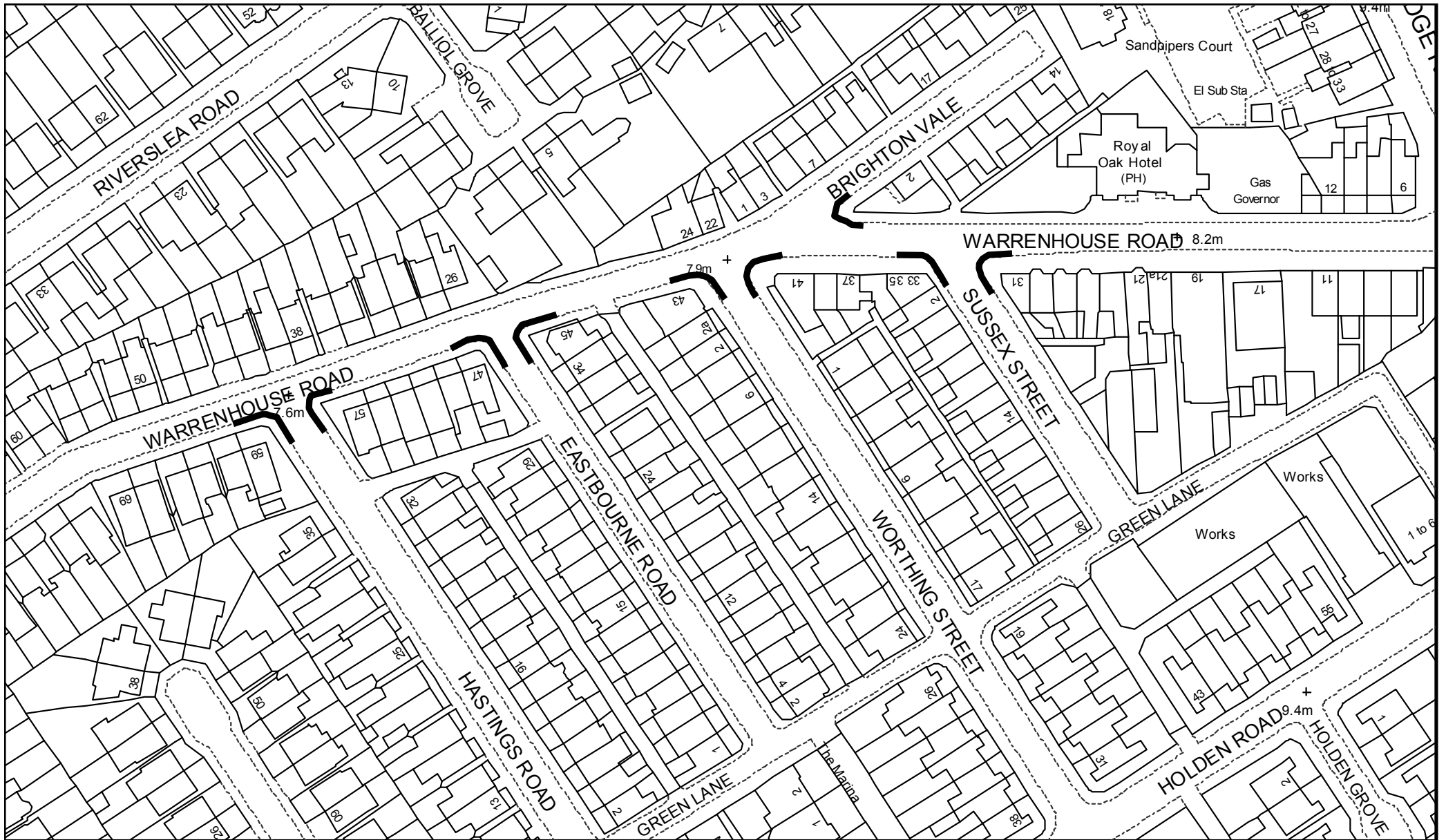
Date


AG

NTS

NOV '17





<p>METROPOLITAN BOROUGH OF SEFTON</p> <p>Jim Black</p> <p>Head of Locality Services - Commissioned</p>	<p>Warrenhouse Road Area</p> <p>Junction protection</p>	<p>Drawn</p> <p>Scale</p> <p>Date</p>	<p>AG</p> <p>NTS</p> <p>NOV '17</p>	
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Good afternoon,

On behalf of the residents of Eastbourne Road, I have attached a copy of the letter we will be submitting to the office named within the public notices, objecting to the planned restricted road proposals in Brighton-Le-Sands. I have sent it to you to make sure it is seen, in case the letter is misplaced after being delivered or gets lost in the post before the March 15 deadline.

This has been signed by residents in the above road, however we are objecting to the proposals area-wide as we believe reducing parking spaces on any of the named roads will have a detrimental snowball effect.

If, as is being speculated, this has anything to do with our bin bags being collected – or not, as is regularly the case – then we believe this is a far from a suitable solution.

I have attached photographs showing how the road was this morning when I left for work at 10am – there are very few cars as everyone is at work. We see no reason why a bin lorry cannot get down here during the day. We also see no reason why the bin bags cannot be taken to the end of the road and collected from there if this is such a big issue.

We understand there may be an argument for restricting parking outside some non-residential properties on Warrenhouse Road, but are you as a council seriously suggesting that for the sake of 10 minutes every week when the bin bags are collected, you are happy to disrupt an entire community?

I have copied in our local MP as I fear this is a measure that may end up being proposed in other parts of Crosby – and will be equally disruptive. The number of cars on the roads is undoubtedly a problem these days – and I'm sure we all wish there was an obvious solution. But unless you can offer alternative and nearby places for residents to park their cars you are only making life tougher for hard-working people who have enough worries as it is – those same working people who voted you in as they felt their genuine needs would be looked after.

We would appreciate an acknowledgement of this email and direct consultation before any further developments.

Thanks,

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