

**REPORT TO:** Executive Board Sub Committee

**DATE:** 26<sup>th</sup> January 2012

**REPORTING OFFICER:** Strategic Director - Policy & Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Objections to Proposed Traffic Regulation Orders, Weston Point, Runcorn

**WARDS:** Heath

## **1.0 PURPOSE OF THE REPORT**

1.1 To report on objections that have been received following public consultation on proposed Traffic Regulation Orders to impose prescribed movements on vehicles exiting private entrances on Picow Farm Road (between the Weston Point Expressway and Sandy Lane), a 7.5 tonne vehicle weight restriction on the full adopted length of South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads and a range of waiting restrictions on South Parade, Lydiate Lane, Bankes Lane and the immediate area.

## **2.0 RECOMMENDATION: That**

**(1) notice be given of the Council's intention to create those vehicle weight restriction and waiting restriction Traffic Regulation Orders as per Appendix One, (Appendices 'A'[3] – 'A'[6]) attached;**

**(2) the prescribed movement Order not be implemented at this stage, subject to the agreement of the adjacent properties to amend their exits to prevent HGVs from making the advertised prohibited movements; and**

**(3) objectors be notified accordingly.**

## **3.0 SUPPORTING INFORMATION**

3.1 At the meeting of the Environment & Urban Renewal Policy & Performance Board on 15 June 2011, a petition concerning heavy industrial traffic on South Parade, Weston Point, Runcorn was considered. A number of recommendations were approved that included: proposals to review existing direction signs and re-sign routes to industrial sites; to introduce a time limited weight restriction on South Parade and Sandy Lane; and the review the existing waiting restrictions in the area.

3.2 Despite revised signing in the area and the best efforts of local businesses to direct their traffic away from South Parade, complaints continue from residents relating to heavy industrial traffic using South Parade. To address this issue and in an attempt to respond to the concerns of residents and local ward councillors, proposed Traffic Regulation Orders were advertised to: impose prescribed movements on vehicles exiting private entrances on Picow Farm Road (between the Weston Point Expressway and Sandy Lane); to impose an overnight 7.5 tonne vehicle weight restriction on the full adopted length of South Parade, parts of

Sandy Lane and Lydiate Lane, and other adjacent roads; and finally to amend existing waiting restrictions on various roads.

- 3.3 The full details of these Traffic Regulation Order proposals are set out in Appendix One, (Appendices 'A'[1] –'A'[6]), this being the report to the Operational Director (Policy, Planning & Transportation) and on the basis of which the Orders were advertised using delegated powers.

#### 4.0 OBJECTIONS & ALTERNATIVE SUGGESTIONS

- 4.1 Objections have been received from (ward) Councillor Hodgkinson, Ineos Enterprises, Ineos ChlorVinyls and a 28 name petition. These objections, attached as Appendices Two, Three, Four and Five respectively are summarised below:

Objector	Objection or Suggestion	Reason	Comments & Recommendations
Cllr. Hodgkinson	Objection: To 30min waiting limit adjacent to sandwich shop on South Parade	Would be abused by HGVs, cars could use side roads.	If HGVs stop here, cars drivers can still use the side roads but either way. This proposal is a limited waiting restriction and would provide a convenient short length of short-stay parking and is likely to support and sustain a small local business. Recommendation - overrule objection.
Cllr. Hodgkinson	Suggestion: A permanent 'No Entry' for HGVs from Lydiate Lane end of South Parade	Would stop HGVs following SatNavs along South Parade and stop them using South Parade to access Picow Farm Road when SJB is backed up.	The intention of this proposal is to prevent the use of South Parade between 9.00pm and 7.00am only. The suggestion to erect a permanent 'No Entry' for HGVs would not necessarily prevent vehicles following SatNavs as the content of all SatNavs is beyond our control. The proposed restriction provides an alternative entry point for long established businesses during the day and also ensures that Sandy Lane does not have to accommodate all inbound HGV movements. It further avoids the need for HGVs to U-turn on Bankes Lane which could

			be the case if a permanent 'No Entry' were erected. Recommendation - overrule suggestion.
Ineos Enterprises	Objection: To Prescribed Movement Order requiring all vehicles to turn left onto Picow Farm Road when exiting Ineos Salt Works.	Too restrictive for their staff both travelling to/from work and other sites, inconvenient & wasteful. Inability for vehicles to bypass Expressway when travelling between sites in bad weather, congestion etc.	There is no provision within the national signing regulations for signing the proposed Prescribed Movement Orders as applying only to traffic above a certain weight limit whilst allowing lighter traffic to undertake the relevant movement. If the restriction is imposed, this could result in a number of things – Ineos general traffic possibly starting to run through the old access and out onto South Parade, adverse impacts on Ineos' site operations and efficiency, increased mileage and hence pollution. A better solution would be to construct physical measures that would actually prevent HGVs from turning left or right from Ineos but would allow smaller vehicles to undertake these manoeuvres if they needed to. Ineos have verbally agreed to carry out these physical works and it is therefore recommended that the TRO should be deferred, subject to written agreement and the situation being monitored.
Ineos ChlorVinyls	Objection: To Prescribed Movement Orders requiring all vehicles to turn northwards onto Picow Farm Road when exiting adjacent premises.	Too restrictive for their staff both travelling to/from work and other sites, inconvenient & wasteful. Inability for vehicles to bypass Expressway when travelling between sites in bad weather, congestion etc.	Recommendation – defer implementation of Prescribed Route Orders and review situation following implementation of physical measures by Ineos to prevent southbound HGV movements.
Ineos ChlorVinyls	Suggestion: Revise proposed Prescribed Movement Orders to refer to 'all vehicles above 7.5 tonnes weight' rather than 'all vehicles'.	Would stop just HGVs from leaving Ineos sites to travel southwards on Picow Farm Road. Other traffic unaffected.	

Ineos ChlorVinyls	Suggestion: Revise southern extent of vehicle weight restriction to exclude Lydiate Lane.	To allow operational access to Ineos site at Gate 1 adjacent to Lydiate Lane/South Parade junction.	<p>There is no space within the adopted highway for non-Ineos heavy traffic to turn back at this point. Ineos Gate 1 is only used when Gate 2 is not fully available. The Order be implemented subject to the Order being suspended when Ineos need to use Gate 1 for planned works. If it is an emergency then there is an exemption in the Order to cover this situation. Ineos have confirmed that this proposal is acceptable.</p> <p>Recommendation – overrule representation and implement Order but accommodate planned works as required by Ineos.</p>
28 name petition	Objection: petition supports all proposed waiting restrictions except limited restriction (30 minutes) on South Parade.	No grounds for objection are stated.	<p>Cheshire Police have been asked to evaluate this and they have no objection. See also the comments in response to Councillor Hodgkinson’s objection on the same matter.</p> <p>Recommendation - overrule objection.</p>
28 name petition	Objection: To 9pm to 7am time limits on vehicle weight restriction for Weston Point area.	Would prefer a 7pm to 6:30am restriction.	<p>The Mersey Gateway Port opens at 7am, a 6:30am entry would result in lorries queuing for access to the docks, creating a noise nuisance, which was one of the original complaints the Council was being asked to address. A 7pm lorry ban could prove restrictive for deliveries etc. to residential properties and the traffic surveys do not suggest a restriction is needed before 9.00 pm.</p> <p>Recommendation - overrule objection.</p>

28 name petition	Suggestion: Supports Cllr. Hodgkinson's request for a permanent 'No Entry' for HGVs from Lydiate Lane end of South Parade	Would stop HGVs following SatNavs along South Parade and stop them using South Parade to access Picow Farm Road when SJB is backed up.	See comments on Councillor Hodgkinson's suggestion above.  Recommendation - overrule suggestion.
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4.2 It is not thought that any of the proposed Traffic Regulation Orders should be abandoned, although a deferment of the Prescribed Route Order is recommended, as a result of the objections and suggestions received, for the reasons set out above.

4.3 Cheshire Police have been consulted and have no objections to the proposed Traffic Regulation Orders.

## 5.0 POLICY IMPLICATIONS

5.1 There are no policy implications.

## 6.0 FINANCIAL & OTHER IMPLICATIONS

6.1 The total cost of implementing the proposed Traffic Regulation Orders is approximately £7,000. This will be charged to annual traffic management revenue budget.

6.2 There are no direct social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

## 7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

### 7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

### 7.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

### 7.3 A Healthy Halton

The proposals could assist in improving health of the residents in accordance with the Council's 'A Healthy Halton' priority.

### 7.4 A Safer Halton

There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade.

### 7.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

## **8.0 RISK ANALYSIS**

- 8.1 There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade. Large commercial/industrial vehicles give the appearance of travelling faster than their actual speed. There have been seven reported road traffic incidents involving injury on the section of Sandy Lane to the west of Picow Farm Road between the years 2006 to 2010, but none involved a HGV.
- 8.2 The proposed restrictions could have an impact on the operation of businesses within the area of the restrictions.
- 8.3 Failure to implement the proposals will probably lead to further complaints from residents of South Parade.
- 8.4 The proposals are not so significant as to require a full risk assessment.

## **9.0 EQUALITY & DIVERSITY ISSUES.**

- 9.1 There are no direct equality and diversity issues associated with this report.

## **10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Report to Environment & Urban Renewal Policy & Performance Board on 15 <sup>th</sup> June 2011	Internet	Not applicable

REPORT: M. Noone, Operational Director  
Policy, Planning & Transportation

DATE: 8 August 2011

REPORTING OFFICER: S. Johnson - Lead Officer, Traffic & Road Safety

SUBJECT: Various Traffic Regulation Order Proposals,  
Weston Point, August 2011

WARDS: Heath

## **1. PURPOSE OF REPORT**

1.1 To seek approval for the introduction of vehicle weight restrictions, waiting restrictions and two prescribed movement Traffic Regulation Orders to address issues associated with heavy goods vehicles accessing Mersey Gateway Port and other industrial sites in Weston Point, Runcorn and parking adjacent or near to residential properties.

## **2. RECOMMENDATIONS**

**2.1 It is recommended that notice be given of the Council's intention to introduce the following Traffic Regulation Orders to:**

**[1] require all vehicles exiting private entrances on the east side of Picow Farm Road (between the Weston Point Expressway and Sandy Lane) to make a right turn into Picow Farm Road as Appendix 'A' [1]**

**[2] require all vehicles exiting private entrances on the west side of Picow Farm Road (between the Weston Point Expressway and Sandy Lane) to make a left turn into Picow Farm Road as Appendix 'A' [2]**

**[3] implement a 7.5 tonne vehicle weight restriction in Runcorn on the full adopted length of South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads as Appendix 'A' [3]**

**[4] introduce a range of waiting restrictions on South Parade, Lydiate Lane, Bankes Lane and immediate area as defined in Appendix 'A' [4] – [6]**

**2.2 Subject to no objections being sustained at the end of the public objection period and to the approval of the Police and emergency services and satisfactory consultation, the Orders be made.**

## **3. SUPPORTING INFORMATION**

3.1 Residents of South Parade have recently lodged a series of complaints and a petition (see Environment and Urban Renewal PPB - 15<sup>th</sup>. June 2011) complaining about various problems associated with heavy goods vehicles accessing the Mersey Gateway Port (MGP) docks and several Ineos sites (Energy from Waste, Caustic Soda & Salt Works). The issues include vibration, noise, air pollution, congestion, inconsiderate parking and queuing. Drg. No. 9020 refers and the proposals in this report are resolutions from the E & UR PPB meeting.

3.2 Revised signing has been installed on the Expressway system and local roads near the sites, directing HGVs to use Picow Farm Road/Weston Point Expressway junction to avoid the residential area of South Parade. Ineos have taken steps to install temporary barriers to direct heavy traffic leaving their sites on Picow Farm Road (Energy from Waste, Caustic Soda & Salt Works) towards the same junction. However, drivers have a tendency to take the most direct route they know or that their SatNavs indicate, and this is frequently along South Parade, Lydiate Lane and Bankes Lane if heading to/coming from the south or M56.

3.3 It is believed many of these particular problems could be greatly reduced by directing all traffic joining Picow Farm Road (between the Weston Point Expressway and Sandy Lane junctions) from adjacent major industrial premises to turn to the north and thus use the Picow Farm Road/Weston Point Expressway junction. It is recommended that this be achieved through the implementation of two Prescribed Route traffic regulation Orders. Drg. No. 9052 and Appendices 'A' [1] and [2] refer.

3.4 One issue which has been raised regularly by South Parade residents is that of HGVs arriving at the docks before they open at 7.00am only to stand and wait with their engines running. The dock operator has taken steps to discourage these early arrivals but it is now proposed that this concern be addressed through the introduction of a 9pm to 7am overnight vehicle weight restriction on South Parade and parts of Sandy Lane and Lydiate Lane and other adjacent roads as Appendix 'A' [3] and Drg. no. 9050. This restriction would not include the 'Except for access' clause. Baker Road and Mather Avenue already carry vehicle weight restrictions, these Orders would be revoked as the area is to be incorporated into this proposed, wider area overnight weight restriction.

3.5 A series of waiting restrictions are also proposed, as Appendices 'A' [4] to [6]. Implementation would see South Parade, Lydiate Lane and Bankes Lane and associated junctions receive 'At Any Time' restrictions generally, though with working day (Mon-Fri 8am. to 6pm.) limits on the east side of South Parade for the convenience of residents. In addition, a section of the east side of South Parade between the two legs of Sydney Street is recommended for short stay 30 minute parking to ensure a regular turnover of space use adjacent to the nearby fast food outlet. Drg. nos. 9043 & 9044 refer.

3.6 Existing Monday to Saturday 8am to 6pm waiting restrictions in Sydney Street and Leonard Street are no longer required and exist only as an inconvenience to residents, who broadly ignore them anyway.

## **4.0 CONSULTATION**

4.1 During the formal advertising period to follow, all directly affected residents, businesses and premises will be notified in writing of these proposals as will all the emergency services and other regular consultees including ward councillors, the Freight Transport Association, etc.

## **5.0 FINANCIAL IMPLICATIONS**

5.1 The total cost of implementing the proposed traffic regulation Orders is approximately £7,000. This will be charged to annual traffic management revenue funds.

## **6. OTHER IMPLICATIONS**

6.1 There are no direct policy, social inclusion, sustainability, best value, legal or crime and disorder implications resulting from this report.

## **7. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.**

### **7.1 Children & Young People in Halton**

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

### **7.2 Employment, Learning & Skills in Halton**

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

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## **8.0 RISK ANALYSIS**

8.1 There have been no reported road traffic collisions on South Parade over the last five years that have involved heavy goods vehicles, so there are no apparent safety gains directly associated with removing such vehicles from South Parade. Large commercial/industrial vehicles give the appearance of travelling faster than their actual speed. There have been seven reported road traffic incidents involving injury on the section of Sandy Lane to the west of Picow Farm Road over the years 2006 to 2010, but none involved a HGV.

8.2 The proposed restrictions could have an impact on the operation of businesses within the area of the restrictions.

8.3 Failure to implement the proposals will probably lead to further complaints from residents of South Parade.

## **9.0 EQUALITY & DIVERSITY ISSUES.**

9.1 There are no direct equality and diversity issues associated with this report.

## **10. BACKGROUND PAPERS**

10.1 There are the following background papers under section 100D of the Local Government Act 1972:

Report to Environment & Urban renewal policy & Performance Board on 15<sup>th</sup> June 2011

Details of Proposed Order

[a] Type: Prescribed Movement Order

[b] Details:

The proposed Order will require all vehicles exiting premises and private driveway accesses on the east side of Picow Farm Road, Runcorn to turn right onto Picow Farm Road, Runcorn.

[c] Associated revocations: None.

[d] Exemptions: Standard

[e] Statement of Reasons:

To reduce traffic flows through the residential areas of Weston Point, Runcorn.

[f] Plan: Drg. no. 9052, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1570 W041

Details of Proposed Order

[a] Type: Prescribed Movement Order

[b] Details:

The proposed Order will require all vehicles exiting premises and private driveway accesses on the west side of Picow Farm Road, Runcorn to turn left onto Picow Farm Road, Runcorn.

[c] Associated revocations: None.

[d] Exemptions: Standard

[e] Statement of Reasons:

To reduce traffic flows through the residential areas of Weston Point, Runcorn.

[f] Plan: Drg. no. 9052, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1570 W041

Details of Proposed Order

[a] Type: 7.5 tonne Vehicle Weight Restriction, 7 days a week, 9pm. to 7am.

[b] Details: Mersey View, Post Office Lane, South Road, West Road, Sandy Lane from its junction with West Road as far east as its junction with Picow Farm Road, South Parade, Baker Road, Cullen Road, Allen Road, Mather Avenue, Leonard Street, Mather Avenue, Leonard Street, Sydney Street and Lydiate Lane from South Parade as far east as Mather Avenue.

[c] Associated revocations: The Mather Avenue and Baker Road (Part) (Weight Restriction) Order 1997.

[d] Exemptions: Standard but no exemption for access.

[e] Statement of Reasons: To prevent heavy goods vehicles travelling through residential areas in Weston Point, Runcorn during the night hours, and to prevent HGV queuing at Mersey Gateway Port prior to port opening at 7am.

[f] Plan: Drg. no. 9050, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

## Details of Proposed Order

[a] Type: 'At Any Time' Waiting Restrictions:

[b] Details: Bankes Lane, both sides, from its junction with Lydiate Lane to a point 262metres south east of the centre of its junction with Cheshyres Lane.

Cheshyres Lane, both sides, from its junction with Bankes Lane to a point 8 metres north east of the north east kerb line of Bankes Lane.

Mather Avenue, both sides, from its junction with Lydiate Lane to a point 8 metres north of the north kerb line of Lydiate Lane.

Lydiate Lane, both sides, full length.

Sydney Street, both sides, both legs, from their junctions with South Parade to points 8 metres east of the east kerb line of South Parade.

Leonard Street, both sides, from its junction with South Parade to a point 8 metres east of the east kerb line of South Parade.

Baker Road, both sides, from its junction with South Parade to a point 8 metres east of the east kerb line of South Parade.

South Parade, both sides, full length, with the exception of the following:

East side, between points 9 metres and 57 metres north of the centre line of Baker Road.

East side, between points 9 metres and 95 metres north of the centre line of Leonard Street.

East side, between points 9 metres and 48 metres north of the centre line of Sydney Street (north connection point)

East side, between points 8 metres south of the centre line of the northerly junction of Sydney Street with South Parade and 9 metres north of the centre line of the southerly junction of Sydney Street with South Parade.

West Road, both sides, from its junction with South Road, for a distance of 35 metres from the west kerb line of South Road.

South Road, both sides, from its junction with West Road, for a distance of 18 metres from the north kerb line of West Road.

Sandy Lane, both sides, from its junction with South Road, for a distance of 17 metres from the east kerb line of South Road.

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To protect sightlines especially around junctions, to prevent obstruction and parking congestion and to prevent heavy industrial/commercial traffic from waiting adjacent to homes in the immediate area.

[f] Plan: Drg. nos. 9043 & 9044, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

Details of Proposed Order

[a] Type: Limited Waiting, Monday to Friday, 8.00am to 6.00 pm, 30 minutes Maximum With No Return Within An Hour.

[b] Details: South Parade, east side, between points 8 metres south of the centre line of the northerly junction of Sydney Street with South Parade and 9 metres north of the centre line of the southerly junction of Sydney Street with South Parade.

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To provide limited areas of short term parking adjacent to a local fast food outlet whilst preventing long stay parking.

[f] Plan: Drg. no. 9043, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.

Details of Proposed Order

[a] Type: No Waiting, Monday to Friday, 8am to 6pm.

[b] Details:

South Parade, east side, between points 9 metres and 57 metres north of the centre line of Baker Road.

South Parade, east side, between points 9 metres and 95 metres north of the centre line of Leonard Street.

South Parade, east side, between points 9 metres and 48 metres north of the centre line of Sydney Street (north connection point)

[c] Associated revocations: The Lydiate Lane (C751) and South Parade (C751) (Part) (Prohibition of Waiting) Order 1968 and the Runcorn Urban District Council (Leonard Street South Parade and Sydney Street) (Restriction of Waiting) Order 1972.

[d] Exemptions: Standard

[e] Statement of Reasons: To keep the defined areas clear of parked vehicles during the working day whilst providing unrestricted parking for residents overnight and at weekends.

[f] Plan: Drg. no. 9043, for deposit only.

[g] Date to be advertised: ASAP

[h] Date to be effected: ASAP

[i] Advertising code: 2050 1625 W041.