

Report to the Cabinet Member for Highways and Transport
Report submitted by: Director of Community Services
Date Monday, 13 March 2017

Part I

Electoral Divisions affected:
Accrington South;
Accrington West;

Making Permanent of Experimental Traffic Orders - George Slynny Way, School Street, Service Yard, Accrington, Hyndburn
(Appendices 'A' and 'B' refer).

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Executive Summary

This report sets out two Experimental Traffic Regulation Orders which introduced Prohibition of Vehicles (except buses and loading), Prohibition of Driving (except buses), No Entry and One Way Traffic and Suspension, Prohibition of Waiting, Prohibition of Loading and Limited Waiting Loading Bay at the new George Slynny Bus Station, School Street and the Service Yard to the rear of Nos. 29-41 Union Street, Accrington.

The proposals have been advertised in the local press and by way of notice on-site and no objections have been received.

This is deemed to be a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve the making permanent of two Experimental Traffic Regulation Orders which introduced Prohibition of Vehicles (except buses and loading), Prohibition of Driving (except buses), No Entry and One Way Traffic and Suspension, Prohibition of Waiting, Prohibition of Loading and Limited Waiting Loading Bay at the new George Slynny Bus Station, School Street and the Service Yard to Nos. 29-41 Union Street, Accrington (and associated revocations) as set out in the schedule attached at Appendix 'A' and as shown on the plan at Appendix 'B'.

Background and Advice

Lancashire County Council, in partnership with Blackburn with Darwen Council, is implementing a rapid transit bus route scheme (Pennine Reach) along the

Accrington – Blackburn – Darwen corridors. As part of the scheme Lancashire County Council is proposing to implement a scheme of waiting restrictions, one-way streets, loading only bays and no entry restriction within the site of the new George Slynns Bus Station in Accrington. The proposals will also prohibit driving except for buses and loading by goods vehicles within the bus station. This will ensure that the bus station remains free from obstruction following the implementation of the Pennine Reach Scheme.

The Pennine Reach scheme is being put in place in order to improve connectivity and economic growth in Hyndburn and Blackburn with Darwen.

The operation of the new bus station, parking and loading areas, together with the operation of the one-way system and bus lane is subject to change as the network impacts of moving the bus station cannot be fully predicted and therefore the changes have been made by way of two Experimental Traffic Regulation Orders to enable modification of the proposals once the bus station is operational, if necessary. One Experimental Order covers the static (waiting and loading) type restrictions and the second Experimental Order covers the moving traffic (prohibition of vehicles/driving and one way street) type restrictions. The Orders were split in this way to allow the static type restrictions to be incorporated into the (Hyndburn Borough Area)(On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009 by way of a further amendment Order. The initial 6 month period after the making of the Experimental Orders represents the consultation period during which objections can be made. The Orders can run for an experimental period of up to 18 months.

Effect of the Orders:-

George Slynns Way, School Street, Service Yard, Accrington, Hyndburn Prohibition Of Vehicles (Except Buses And Loading), Prohibition Of Driving (Except Buses), No Entry And One Way Traffic Experimental Order 2016

1. Suspend Schedule 5 of "The Borough Of Hyndburn (Various Roads)(Prohibition Of Waiting)(Prohibition Of Loading)(One-Way Traffic)(No Right Turn)(Prohibition Of Driving)(Revocation And Variation) Order 1993" insofar as it relates to the Prohibition of Driving on Crawshaw Street, Accrington.
2. Introduce a prohibition of all vehicular traffic (except buses and goods vehicles engaged in loading or unloading) in the following lengths of road:
 - a) George Slynns Way (south-western section), Accrington, from its junction with the centreline of King Street for a distance of 82 metres in a southerly direction.
 - b) School Street, Accrington, from its junction with the centreline of Blackburn Road to its junction with the centreline of George Slynns Way (south-western section).
3. Introduce a prohibition of driving (except for buses) in George Slynns Way (north-eastern section), Accrington, from its junction with the centreline of King Street for a distance of 58 metres in a southerly direction.
4. one way traffic restrictions, allowing traffic to travel along the lengths of roads and in the direction set out below:

- a) George Slynn Way (south-western section), Accrington, from its junction with the centreline of King Street for a distance of 82 metres in a southerly direction. Allowing traffic to travel from north to south only.
 - b) George Slynn Way (north-eastern section), Accrington, from its junction with the centreline of King Street for a distance of 58 metres in a southerly direction. Allowing traffic to travel from south to north only.
 - c) School Street, Accrington, from its junction with the centreline of Blackburn Road to its junction with the centreline of the George Slynn Way (south-western section). Allowing traffic to travel from south to north only.
5. Introduce a prohibition of entry into the Service Yard, Accrington, at its junction with King Street. Preventing access from King Street.

Accrington Bus Station Area, Accrington, Hyndburn Borough Suspension, Prohibition Of Waiting, Prohibition Of Loading And Limited Waiting Loading Bay Experimental Order 2016

- 1. Suspend the following provisions of the "Lancashire County Council (Hyndburn Area) (On Street Parking Places, Prohibition And Restriction Of Waiting) Order 2009":
 - a) Schedule 10.01 items 72 (a), 72 (b), 185 (a) (i), 185 (a) (ii), 185 (b) (i), 185 (b) (ii).
 - b) Schedule 13.01 items 9 (a) and 9 (b).
- 2. Introduce a prohibition of waiting at any time in the following lengths of road:
 - a) George Slynn Way (south-western section), Accrington, the north side, from its junction with the centreline of School Street for a distance of 15 metres in a north-westerly direction.
 - b) George Slynn Way (south-western section), Accrington, the north side, from a point 27 metres east of its junction with the centreline of School Street for a distance of 21 metres in an easterly, then northerly, then north westerly direction into George Slynn Way (north-eastern section).
 - c) George Slynn Way (south-western section), Accrington, the east side, from its junction with the centreline of King Street in a south-easterly direction for a distance of 11 metres.
 - d) George Slynn Way (south-western section), Accrington, the south side, from its junction with the centreline of School Street for a distance of 34 metres in a south-easterly direction.
 - e) George Slynn Way (south-western section), Accrington, the south side, from its junction with the centreline of School Street in a north-westerly direction for a distance of 26 metres.
 - f) George Slynn Way (south-western section), Accrington, the west side, from its junction with the centreline of King Street in a south-easterly direction for a distance of 47 metres.
 - g) George Slynn Way (north-eastern section), Accrington, the north side, from its junction with the centreline of the Service Yard – Access Ramp for a distance of 18 metres in a north-westerly direction.
 - h) George Slynn Way (north-eastern section), Accrington, the north side, from its junction with the centreline of the Service Yard – Access Ramp for a distance of 49 metres in a south-easterly direction.

- i) George Slynn Way (north-eastern section), Accrington, the north side, from its junction with the centreline of King Street in a south-easterly direction for a distance of 13 metres.
 - j) George Slynn Way (north-eastern section), Accrington, the south side, from its junction with the centreline of King Street in a south-easterly direction for a distance of 35 metres.
 - k) School Street, Accrington, both sides, for its entire length.
 - l) Service Yard – Access Ramp, Accrington, both sides, from its junction with the Service Yard to its junction with the centerline of George Slynn Way (north-eastern section). (An approximate distance of 36 metres).
 - m) Service Yard, Accrington, the south-west side, from a point 36 metres south-east of its junction with the centreline of King Street for a distance of 54 metres in a south-easterly direction.
 - n) Service Yard, Accrington, the south-west side, from its junction with the centreline of King Street for a distance of 36 metres in a south easterly direction to its junction with the Service Yard - Access Ramp. (UU-CCC on attached plan)
 - o) Service Yard, Accrington, the north-east side, from its junction with the centreline of King Street for a distance of 15 metres in a south-easterly direction.
 - p) Service Yard, Accrington, the north-east side, from a point 33 metres south-east of its junction with King Street for a distance of 36 metres in a south-easterly direction.
3. Introduce a prohibition of loading or unloading at any time in the following lengths of road:
- a) Service Yard, Accrington, the north-east side, from a point 33 metres south-east of its junction with King Street for a distance of 36 metres in a south-easterly direction.
 - b) Service Yard, Accrington, the south-west side, from a point 36 metres south-east of its junction with the centreline of King Street for a distance of 30 metres in a south-easterly direction.
 - c) School Street, Accrington, both sides, for its entire length.
4. Introduce a loading/unloading only bay for use for 1 hour, no return within 2 hours, in the following lengths of road:
- a) George Slynn Way (south-western section), Accrington, the south side, from a point 34 metres east of its junction with School Street for a distance of 50 metres in a south-easterly then north-westerly direction.
 - b) Service Yard, Accrington, the north-east side, from a point 15 metres south-east of its junction with the centreline of King Street for a distance of 18 metres in a south-easterly direction.
 - c) Service Yard, Accrington, the north-east side, from a point 69 metres south-east of its junction with the centreline of King Street for a distance of 23 metres in a south-easterly direction.

Consultations

The two Experimental Traffic Regulation Orders came in to force on the 10 July 2016 and are operational for a period of up to 18 months. Formal consultation was carried out in the initial 6 month period between the 10 July 2016 and 10 January 2017 by way of advertisement in a local newspaper and the posting of notices on site. The County Councillors for the affected divisions were informed. No objections were received to the proposals.

It is considered that the new George Slynn Bus Station has been operating effectively with the restrictions brought into force by the two Experimental Traffic Regulation Orders and no additional measures or changes are necessary. It is therefore deemed appropriate, for the continued effective and safe operation of the bus station, to make the orders permanent.

Approval is therefore sought for the making permanent of the Experimental Traffic Regulation Orders as advertised, as set out in the schedule and as shown on the plan attached at Appendices 'A' and 'B'.

Implications:

This item has the following implications, as indicated:

Risk management

The Experimental Traffic Regulation Orders aim to support the effective operation of the new George Slynn Bus Station in Accrington. Failure to implement the Experimental Traffic Regulation Orders will prevent the police and civil enforcement officers from enforcing the prohibitions and restrictions within the bus station which has potential road safety implications for highway users and could detrimentally effect the operation of the Pennine Reach Priority Bus Scheme.

Financial

The costs of making the Experimental Traffic Regulation Orders have been funded from the approved Pennine Reach Bus Priority Scheme Capital allocation.

List of Background Papers

Paper	Date	Contact/Tel
N/A		
Reason for inclusion in Part II, if appropriate		
N/A		