

Part I

Electoral Division affected:
Chorley South

Duke Street Area, Chorley - Proposed One-Way Street, Prohibition of U-Turn, Parking Bays and Waiting Restrictions
(Appendices 'A' and 'B' refer)

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Executive Summary

The Duke Street proposed one-way system, is part of a package of highway measures promoted and largely funded by Chorley Borough Council (CBC) with a financial contribution (£10,000) from Lancashire County Council (LCC), and is aimed at providing parking for local residents whilst eliminating a level of the current 'rat running' traffic. A proposed prohibition of U-turn movement on Bolton Road in the vicinity of its junction with Duke Street was added to the scheme to address an existing U-turning problem in the vicinity. The proposed one-way system has received one objection during the formal consultation. A number of other measures in the package, as described in the report, are also proposed for implementation.

Recommendations

The Cabinet Member for Highways and Transport is recommended to approve:

- (i) The proposed one-way system on Duke Street and the remainder of the proposed highway package, with the exception of the proposed Bolton Road parking scheme, as described in this report and attached at Appendix 'A';
- (ii) That the total value of the scheme of £126,972 be added to the 2017/18 Highways Capital Programme for implementation, £116,972 being funded from an external contribution already received from Chorley Borough Council, and the balance of £10,000 being funded from the 2016/17 Highways Capital Programme Advance Design budget

Background and Advice

Officers have been consulted on the concept and design of a package of proposed highway measures by CBC and have in principle provisionally supported the proposed measures. One of the measures is a proposed one-way working on Duke Street to provide on street parking bays for residents as well as eliminating a level of

unwanted 'rat running traffic'. The parking bays could be accommodated since only a single traffic lane would be needed for a one-way street instead of two as it currently has due to its two way status. The other measures include a parking scheme on Bolton Road, Brindle Street and minor waiting restrictions to improve sightlines and traffic movements at various junctions and locations in the area.

Initially, the aim was to implement all the measures simultaneously. However, an earlier informal public consultation for the Bolton Road parking scheme has necessitated a redesign of the scheme causing this element of the package to lag behind. Parking bays on Harrison Road and Brindle Street, which do not require a traffic regulation order (TRO), have been proposed by CBC to formalise the parking on these streets to alleviate footway parking without reducing the current parking capacity. Other than the proposed Bolton Road parking scheme, the rest of the package is now ready to be progressed subject to approval being granted.

An agreement under section 278 of the Highways Act 1980 between the County Council and CBC will imminently be formulated once the redesign of the proposed Bolton Road parking scheme is completed and a satisfactory safety audit has been undertaken.

Consultations

Between 31 January and 28 February 2017, the Duke Street proposed one-way system and the proposed waiting restrictions were advertised in the local newspaper and on sites. Whilst no objections were received for the proposed waiting restrictions, one objection to the one-way working was received from Cycling UK. The objection and officers' response are as set out below. The local County Councillor has raised no adverse comments. Due to its insignificant impact on local residents the proposed parking bays for Brindle Street and Harrison Street were not a subject of consultation. The proposed advisory parking bays on these streets simply formalise the current on-street parking without any loss of kerb-side parking to residents.

Objection

- 1) Making Duke Street one-way traffic will force cyclists down into the busy Pall Mall/Market Street junction.
- 2) The proposal would increase short car journeys and thus pollution, as well as obesity as it would discourage active travel.
- 3) Instead of making the street one way, closing Duke Street midway between Duke Street Primary School and Ashby Street, would allow safe cycling for everyone including pupils.
- 4) Ideal for Duke Street Primary School, the school run must be a major issue?
- 5) Since the design incorporates the construction of parking bays, whilst these bays are being built, the existing footpath would be widened to allow dual usage. This would link in with the existing 'Public Realm' on Bolton Street to create a network of cycle-friendly routes, so that anybody of any age or ability can enjoy!

Response

- 1) Cyclists would have an option to avoid this junction by using the Pilling Lane, Harrison Road and Brindle Street route which would result in travelling an additional 350 metre further.
- 2) Whilst this is a possibility it is not considered significant and the benefits for residents in terms of safer parking would far outweigh other insignificant disadvantages as a result of the proposal.
- 3) This would be unviable as no turning heads could be created to allow vehicles, particularly large vehicles to turn round resulting in possible reversing manoeuvres which would compromise road safety.
- 4) Duke Street Primary School has raised no adverse comment regarding the proposal during the informal and formal consultation.
- 5) CBC has discussed this suggestion with the objector and did not agree with the suggestion citing an unacceptable increase in funding to undertake the footway widening works. Also such a proposal would not be a priority for County Council funding.

In December 2016, CBC consulted local residents and councillors on the proposed parking scheme for Bolton Road (see plan at Appendix 'B'). A number of objections were received by CBC indicating concerns in relation to a lack of pedestrian crossing facilities as a result of the proposed scheme. As a result of residents' concerns and advice from County Council officers, CBC is currently in the process of redesigning the scheme to include a pedestrian crossing facility on this section of Bolton Road. Once completed and a safety audit secured, the revised scheme (not requiring a TRO) will be progressed to a second informal consultation by CBC prior to a separate report being submitted to the Cabinet Member for consideration in due course.

Financial

CBC has agreed to fund the majority of the proposed highway measures and has already paid the County Council £116,972 in advance for the delivery of the proposed highway package. The balance of £10,000 will be funded from the 2016/17 Highways Capital Programme advance design budget.

Implications:

This item has the following implications, as indicated:

Risk management

Should the proposed highway measures not be implemented safer parking arrangements and traffic manoeuvres would not be achieved.

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A