

Report to the Cabinet

Meeting to be held on Thursday, 7 December 2017

Report of the Head of Service Highways

Part I

Electoral Divisions affected:
Brierfield & Nelson West;
Chorley Rural East; Leyland
Central; Mid Rossendale;
Pendle Central; Poulton le
Fylde; Rossendale East;
Rossendale South; Rossendale
West; Skelmersdale Central;
South Ribble East; St Annes
South; West Lancashire East;
West Lancashire North;

Lancashire County Council (Various Road, Chorley, Fylde, Pendle, Rossendale, South Ribble, West Lancashire and Wyre Borough) (Revocations and Various Parking Restrictions (June No1)) Order 201*
(Appendices 'A' to 'I' refer)

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Executive Summary

Following investigations and a public consultation it is proposed to introduce a Traffic Regulation Order (TRO) to address anomalies in restrictions and to clarify, simplify and tidy up a selection of traffic orders that have been identified in the Chorley, Fylde, Pendle, Rossendale, South Ribble, West Lancashire and Wyre Districts. The purpose of the traffic orders is to restrict waiting and prohibit loading/unloading, to improve safety on the highway and to remove restricted waiting to provide amenity parking.

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet is recommended to approve the proposals for parking restrictions on various lengths of road within the Chorley, Fylde, Pendle, Rossendale, South Ribble, West Lancashire and Wyre Districts as detailed within this report and as set out in the schedules and plans attached as Appendices 'A' to 'I'.

Background and Advice

It is proposed to revoke existing restrictions which have become obsolete and introduce waiting restrictions and prohibition of loading/unloading restrictions as detailed within the Appendices 'A' to 'I' within the districts of Chorley, Fylde, Pendle, Rossendale, South Ribble, West Lancashire and Wyre to improve the safety of all highway users (including pedestrians) whilst providing parking amenities. A detailed statement of reasons for each proposal is contained within Appendix 'I'.

Consultations

Formal consultation was carried out between 22 August 2017 and 22 September 2017 and advertised in the local press. Notices were also displayed on site for all areas where new restrictions were proposed. The divisional county councillors were also consulted and no comments were received.

Notices were not placed at the locations of the existing restrictions that are being revoked as there was no material change to the restrictions currently on site.

During the consultation period four objections were received one of which was withdrawn. In addition three queries were also submitted. The first query, received from Anderton Parish Council, related to the placement of the parish boundaries referred to within the TRO. Clarification of the parish boundary was provided by officers. The second query, received from a cycling group raised a general issue surrounding the migration of on street parking to other locations when new restrictions were introduced. The specific concern related to the potential obstruction of cycle lanes by parked vehicles. This was a general concern and did not specifically relate to the TROs under consideration. The third query received from a local councillor questioned whether existing restrictions within the Wyre district were to be removed. Officers confirmed that the restrictions were not to be removed but consolidated into one order.

The basis of the four objections are set out below:

Rossendale

Schofield Street / Booth Street, Waterfoot (Appendix 'E' refers)

An objection received from a local resident to the proposed restrictions on Schofield Street / Booth Street, Waterfoot related to the lack of enforcement existing restrictions in the area received. The potential for future enforcement of the proposed restrictions was queried. There was also concern that the new restrictions would displace parking to inappropriate locations causing further obstruction to the highway. This objection was later withdrawn after discussions with officers.

West Lancashire

Pinfold Road / Merchant Road, Ormskirk (Appendix 'G' refers)

Three objections were received from local residents with regard to the proposed prohibition of waiting. All concerns relate to the lack of parking for residents due to the restrictions applying to the highway 24 hours a day 7 days a week. There are concerns that residents will be inconvenienced by the lack of evening and weekend parking and that the problems with parking will be moved further into the estate. The

objections indicate that the issue with vehicles double parking only occurs between 8am and 2pm Monday to Friday and as such a request was made to consider amending the proposal to a Mon-Fri time restricted 'No Waiting' restriction and the introduction of a 'Residents Only' parking scheme thus not inconveniencing the residents.

Officers' response

Rossendale

Schofield Street / Booth Street, Waterfoot

Officers confirmed that enforcement will be reviewed and that there would be continued liaison between the county council and the police.

West Lancashire

Pinfold Road / Merchant Road, Ormskirk

In light of the concerns raised by residents the officer has withdrawn the proposed restrictions at this time. A review of the proposals for this location will be undertaken and any amendment made to the scheme will be formally consulted on.

Also, officers are unable to promote a residents only parking scheme given our priority for increasing road safety and the limited resources available. Furthermore under the current criteria the area would not qualify for a scheme due to the amount of residential off-street parking.

Implications:

This item has the following implications, as indicated:

Risk management

Road safety may be compromised should the proposed restrictions not be approved.

Financial

The estimated costs of the Traffic Regulation Orders detailed in this report of c£8,000 will be funded from the 2017/18 Highways revenue budget.

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II		
N/A		