

Report to the Cabinet

Meeting to be held on Thursday, 12 April 2018

Report of the Head of Service Highways

Part I

Electoral Divisions affected:
Accrington South; Chorley Central; Chorley North; Chorley South; Euxton, Buckshaw & Astley; Oswaldtwistle; Preston Central East; Preston Central West; Preston City; Rossendale South; Rossendale West; South Ribble East; South Ribble West; St Annes South;

Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble) (Revocations and Various Parking Restrictions) Order 201*

(Appendices 'A' - 'G' refer)

Contact for further information:

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Executive Summary

Following investigations and a public consultation, it is proposed to introduce a Traffic Regulation Order to address anomalies in restrictions and to clarify and simplify a number of traffic orders that have been identified in the Preston and South Ribble districts. In addition, new restrictions are proposed in the districts of Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble.

The purpose of the traffic order is to restrict waiting, 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 25 have been complied with.

Recommendation

The Cabinet is asked to approve the proposals for parking restrictions on the various lengths of road within the Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble Districts as detailed within this report and as set out in the schedules and plans attached at Appendices 'A' to 'G'.

Background and Advice

It is proposed to revoke existing restrictions which have become obsolete and introduce waiting restrictions as detailed within the Appendices 'A' to 'F' within the districts of Chorley, Fylde, Hyndburn, Preston, Rossendale and South Ribble to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each proposal is contained within Appendix 'G'.

Consultations

Formal consultation was carried out between 19 January 2018 and 22 February 2018 and advertised in the local press. Notices were displayed on site for all areas where new restrictions were proposed. The divisional county councillors were also consulted.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions currently on site are proposed.

During the consultation period one objection was received along with three queries and one comment in response to this proposal as set out below:

Objection to the Proposal

Nuttall Street, Accrington

Correspondence was received from a resident of Nuttall Street in relation to the restrictions presently in place and that this had the effect of restricting residents parking. The objector believes that the proposed limited parking restrictions are only issued in commercial locations such as town centres and not residential areas. The objector also states that the 30 minute limited waiting bay located outside houses leaves the residents with nowhere to park.

Officers' comments

There is presently a 30 minute limited waiting restriction on sections of Nuttall Street outside residential property and that applies at all times. The order referred to by the resident has been in place since 1973, however recently missing signs corresponding to the original legal order have been reinstated.

The proposal recognises that the existing restriction does not permit any parking however it is considered that weekend parking or evening parking could be permitted. The proposal introduces times of operation to Monday-Saturday 8am-6pm allowing unrestricted evening and weekend parking outside these houses whilst maintaining the day time restriction.

The existing parking restriction had been in place for 44 years. These proposals are, by introducing a time of operation, increasing the amount of unrestricted parking provision outside the resident's property. With the new proposal parking will be available outside these properties on weekdays and Saturdays between 17:30 in the evening and 08:30 the following morning and there will be no restrictions on

Sundays. The Daytime restriction is necessary to ensure that the area is not used by town centre workers parking outside the residential properties all day.

Queries on the Proposal

Marsh Lane, Longton

Correspondence was received from a resident of Marsh Lane in relation to the proposed restrictions. Whilst there is no objection to the proposed restriction the resident queried that the extent of the restrictions was not sufficient and that there had been previous agreement to additional provision of double yellow lines outside the nursing home.

Officers' comments

A proposal for parking restrictions outside of the nursing home was investigated, however it was concluded that there was not a sufficiently significant safety concern to justify any measures at this time. Informal consultation with the neighbouring residents indicated that the appropriate provision was to limit the restrictions to the junction on both sides of the road on each of the three approaches.

The restriction has been proposed to deal with difficulties experienced with vehicles being parked at the junction of Marsh Lane with The Maltings. This restriction will help to preserve the necessary sightlines at the junction and it is considered to be sufficient to deal with the needs of the area. The correspondent has been contacted and advised of this and is satisfied.

Primrose Hill Road, Euxton

Correspondence was received from a resident of Primrose Hill Road in which they questioned the enforcement of the restrictions and how this would impact on carers who visit daily between 8am and 10am.

Whilst the resident does not object to the proposed restrictions they wish to put on record that whilst their carers should be able to park outside the restricted area, there may be occasions where this is not possible and therefore asked whether the Civil Enforcement Officers would use their discretion before issuing any Penalty Charge Notices.

Officers' comments

The proposed restrictions are localised, being placed only at junctions and at the bend in the vicinity of the school entrance as indicated on the plan attached as part of Appendix 'A'.

Vehicles parked close to junctions or on a bend cause an obstruction to sightlines and a heightened risk to road safety. The Highway Code in section 243 states that motorists should not stop or park near a school entrance, opposite or within 10 metres of a junction or on a bend.

Carers are not exempt from parking restrictions whilst attending to patients in their homes. If the resident is in possession of a blue badge then the carer is entitled to use the badge to pick up, drop off and settle the resident. In addition, loading and unloading is also permitted which would allow for the delivery of equipment. Carers are subject to the enforcement of the restrictions and therefore would need to park outside the restricted area.

Civil Enforcement Officers are instructed not to respond to notices displayed in vehicles. The exercise of discretion, in line with the Secretary of State's guidance, rests with back office staff when considering challenges against Penalty Charge Notices along with representations against a Notice to Owner. This procedure gives greater transparency and consistency in the enforcement of traffic regulations.

Confirmation has been received from the resident that they do not wish to formally object to the proposal.

Cedar Avenue, Euxton

Correspondence was received from a resident of Cedar Avenue with regard to the extent of the proposed restrictions.

Whilst the resident does not object to the proposed restrictions they advise that there is a farm access between numbers 33 and 37 Cedar Avenue. This entrance is routinely blocked by parked cars at school start and finish times preventing farm vehicles accessing the track. They have advised that this has led to a number of instances causing Cedar Avenue to become blocked. The request was for additional no waiting at any time restrictions on Cedar Avenue between numbers 33 and 37. It was considered by the resident that this measure would allow for longer vehicles to enter and leave the farm track.

Officers' comments

The current proposal is designed to alleviate parking problems observed at school start and finish times. Parking caused particular problems in the vicinity of the surrounding junctions. The proposed restrictions are in line with guidance contained within the Highway Code which advises that vehicles should not park within 10m of a junction.

Following comments received as a result of the initial public consultation during June 2017, the proposal was extended to cover the additional junctions of Briar Avenue and Yew Tree Avenue. This work was included in the proposal as the topography of the roads at these junctions coupled with parked vehicles could result in significantly reduced sightlines.

When carried out in a responsible manner, parking can be beneficial and assists in lowering vehicle speeds due to the potential requirement to give way. The present proposal attempts to balance the control of parking at potentially vulnerable sections whilst retaining a level of convenient access for residents and visitors to the area.

The farm entrance joins the highway by means of a vehicle crossing over the footway and therefore has not been considered as part of this proposal. Vehicles obstructing an authorised vehicle crossing can be reported to the Police via the non-emergency number 101. This will allow the Police to take appropriate enforcement action. As the kerb is correctly formed the Penalty Charge Notice's also have the power to issue parking enforcement notices. The land owner could request an "H" bar that may improve observation of legal footway crossing and the need for access.

Comments on the Proposal

Primrose Hill Road, Euxton

Correspondence was received from a resident of Primrose Hill Road raising comments that although they support the proposal, they believe that the extent of the restrictions is not extensive enough. The resident considers that the proposal still allows parked vehicles to obstruct drivers' sightlines and carriageway width with the increased risk of collisions occurring.

Officers' comments

The area immediately surrounding the junction of Primrose Hill Road and Cedar Avenue has been included in the current proposal, due to its proximity to the school and carriageway characteristics including the bend where sightlines would be restricted by parked vehicles. Protection has also been provided to the staggered junction of Yew Tree Avenue and Briars Avenue to maintain sightlines for vehicles emerging on to Cedar Avenue close to bends in the road.

The current proposals are designed to provide appropriate protection for junctions within the immediate vicinity of the school and any outlying junctions where road characteristics would present additional issues which could result in reduced sightlines.

At the junction of Poplar Avenue with Cedar Avenue there are no additional limitations to sightlines as at this point there are no bends on either road obstructing visibility for vehicles at the junction. The Highway Code contains clear guidance for vehicles parking on the approach to junctions and we would expect that drivers would adhere to this direction and retain a minimum 10 metre clearance.

Parking when carried out in a responsible manner can provide natural traffic calming and reduce vehicle speeds as there is a need to give way to conflicting traffic. It has been noted that the increased traffic and on street parking is directly related to the school, at the short periods around start and finish times. Outside of this period traffic is in line with expectations for this type of residential area, therefore the current proposal attempts to balance the local parking needs with the control of parked cars where hazards have been identified.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the county council Revenue Budget for new signs and lines at an estimated cost of £7,500.

Risk management

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

List of Background Papers

Paper	Date	Contact/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A