

## **Report to the Cabinet**

Meeting to be held on Thursday, 8 November 2018

### **Report of the Head of Service, Highways**

#### **Part I**

**Electoral Division affected:  
West Lancashire East;**

#### **Various Roads, Westhead, Ormskirk, West Lancashire Borough (Prohibition of Waiting, Restricted Waiting and Limited Waiting)** (Appendices 'A' - 'C' refer)

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#### **Executive Summary**

This report sets out proposals to introduce additional waiting restrictions on Ruff Lane, Whiteleys Lane and Vicarage Lane and new waiting restrictions on the neighbouring residential streets of Vicarage Close, St James Close, Varlian Close and Wellfield Lane, in Westhead, Ormskirk. Excessive daytime parking associated with Edge Hill University occurs when parking facilities within the campus are oversubscribed. The proposed restrictions have been drawn up to maintain sightlines at junctions and to keep the residential roads sufficiently clear of traffic to allow the properties to be serviced through the period when the university is operational.

The proposals have been advertised in the local press and a number of objections have been received.

#### **Recommendation**

Cabinet is asked to approve the making of a Traffic Regulation Order as illustrated on the plan attached as Appendix 'B' and described in the Draft Order at Appendix 'C'.

#### **Background and Advice**

Parking associated with Edge Hill University has been a concern of local residents for a prolonged period of time. In 2012 traffic regulations were introduced to address the issues that were identified at that time.

More recently, parking on the available road space has intensified to the extent that, at times during the day, relatively narrow through routes are 'double parked' and every available space in residential cul-de-sacs is occupied. As a result a number of complaints have been received from residents and a scheme to address the obstructive parking as set out on Appendix 'A' was drawn up. This sought to protect the cul-de-sac streets by introducing daytime restrictions and placing 'at any time' restrictions to protect the junctions with through routes.

## **Consultations**

This initial proposal was sent to the residential properties that would be affected by it which elicited a large number of comments and as a result a meeting with residents was convened on Monday 5 March 2018. The consensus of the meeting was that the scheme as proposed would only go part way to solving the problem and officers were asked to consider the inclusion of further restrictions.

A revised scheme (as illustrated in Appendix 'B' and described in the draft order included as Appendix 'C') was formally consulted on by an advertisement in the local press on Wednesday 15 August 2018 requesting comments to be submitted before Wednesday 12 September 2018. Over the same period notices were posted on site, the local county councillor and the borough and parish councils were consulted along with the county council's usual consultees on traffic regulation order proposals in this area.

The formal consultation resulted in two objections which are described below.

## **Objections**

One objector is concerned about the impact of 'any time' restrictions outside their property and at other locations and believed that having attended the public meeting that they would be further consulted prior to the formal consultation process. The objector acknowledged the problems in the area due to parking associated with the local university but does not see the need for restrictions other than those removing daytime parking.

Another objector requested that no changes were made and objected to the proposed restrictions being implemented, on the basis that they will not improve road safety. The objector also stated that parking due to students does not cause problems in the area as, at the times that they are in the area, most of the residents are at work. The objector also questioned why Bewcastle Drive had been included as in their view there was no problem on that street.

On the basis of these considerations it is proposed that a traffic regulation order as illustrated on the plan attached as Appendix 'B' and described in the Draft Order at Appendix 'C' be implemented.

## **Officers' Comments**

Following informal consultation the plans were revised to address the concerns raised at the residents meeting and the conventional process of formal consultation

was followed thereafter. It is considered that sufficient notification, information and time has been given to enable residents to raise their concerns.

A key consideration in considering the introduction of traffic regulations is the safety of all highway users. Some of the waiting restrictions are considered necessary to deter motorists from parking where that would either cause an obstruction or reduce sight lines at junctions in such a manner as to cause a potential danger. 'No waiting at any time' restrictions are considered to be appropriate in these circumstances.

It is also considered that in some locations limited day time restrictions would be appropriate to deter parking which could cause significant obstruction during the working day and this will keep the impact on local residents to a minimum.

### **Implications:**

This item has the following implications, as indicated:

#### **Financial**

The costs of the Traffic Regulation Order will be funded from within the 2018/19 revenue budget for new signs and lines at an estimated cost of £7,000.

#### **Risk management**

Road safety may be compromised should the proposed restrictions not be approved. It is noted that the removal of this parking facility will mean that the drivers will look for alternative parking in the area. As a result it will be necessary to keep the whole area under review and deal with new problems should they arise.

#### **List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A