

Report to the Cabinet Member for Highways and Transport
Report submitted by: Executive Director for Environment
Date: 4 October 2012

Part I

Electoral Division affected:
Ormskirk West

Proposed Introduction of No Waiting at Any Time, No Waiting (Mon – Fri 8am – 6pm), Limited Waiting, (Mon – Sat 8am – 6pm) (except for residents permit parking holders) and Disabled Parking Places for various locations in Ormskirk (and Associated Revocations)

(Appendices 'A' – 'E' refer)

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Executive Summary

Parking on streets in the Station Road area by commuters and visitors to Ormskirk town centre has caused obstructions at junctions whilst inconveniencing local residents, most of whom are without off-road parking facilities. A number of measures including Residents' Permit Parking have been proposed to deal with these problems. Approval is sought to introduce a Traffic Regulation Order to prohibit waiting at any time on Chestnut Court, Station Road and Hardacre Street, to prohibit waiting Monday to Friday from 8am till 6pm (1 Hour No Return Within 3 Hours) on Station Road, to limit waiting, Monday to Saturday between 8am and 6pm on Station Road, Hardacre Street, Railway Approach and Scarisbrick Street (except for residents permit parking holders), and introduce disabled parking places on Station Road, Scarisbrick Street and Leyland Way, Ormskirk, in accordance with the schedule attached at Appendix 'A' and plans attached at Appendices 'B' to 'E'.

The proposed scheme has been advertised and a number of objections have been received.

Recommendation

In the absence of the Cabinet Member for Highways and Transport, the Leader of the County Council is asked to approve the introduction of the Traffic Regulation Order for Station Road, Hardacre Street, Chestnut Court, Scarisbrick Street, Leyland Way and Railway Approach, Ormskirk, as advertised and set out at Appendix 'A' and shown on the plans attached at Appendices 'B' – 'E'.

Background and Advice

The County Council has received numerous complaints about problems with parking and requests for Residents' Permit Parking in the streets surrounding Ormskirk town centre. Being within close proximity to the train station and town centre has resulted in some residential streets being full of parked vehicles, many of which do not belong to residents.

Site visits have been undertaken and it was observed that many rail commuters are parking all day in the residential streets in the Station Road area. This reduces the availability of residential and short stay visitor parking. It also compromises road safety, with some vehicles parking too close to the junction, reducing visibility. Many residents have been unable to park in their street during the day and have had to pay for parking elsewhere. As a result, proposals for a variety of waiting restrictions, one of which provides exemption for resident's parking permit holders have been developed and formally advertised. These proposals are described below.

Limited Waiting 1 Hour No Return in 3 Hours, Monday- Saturday 8am – 6pm (Except Resident's Permit Parking Holders)

Residents Permit Parking

- Station Road, Hardacre Street, Railway Approach and Scarisbrick Street

Station Road, Hardacre Street, Railway Approach and Scarisbrick Street have a number of terraced properties which have no off-street parking provision and in October 2011, the residents of these streets were consulted on the possibility of introducing residents permit parking. As a Residents' Parking scheme requires the householder to pay for a permit, it is required that the majority of the residents should know about the proposed scheme and express their views. The acceptable response rates to enable the scheme to progress further should therefore be over 50% to ensure the scheme will be well received.

On Scarisbrick Street, Railway Approach, Station Road and Hardacre Street the response rate and support was over 50%. These schemes were progressed to the formal consultation stage.

- Burscough Street

The response to informal consultation from residents of Burscough Street was very low and hence this proposal was not included in the formal consultation. Further letters were sent out to properties that had not responded to the first consultation and only 1 more response was received, which in total made a response rate of less than 14%, with only one property in support.

- Chestnut Court

Chestnut Court is a small cul-de-sac off Station Road. As all of the properties have off street parking provision, it does not qualify for a residents parking scheme.

Limited Waiting Bays on Station Road, Hardacre Street, Railway Approach and Scarisbrick Street

Limited Waiting Bays are proposed to provide short stay (1 hour) parking for non-residents including visitors to Ormskirk Town centre. They are daytime restrictions which are designed to remove long stay commuter parking. These restrictions do not apply to residents parking permit holders, who can park in the bays for unlimited periods.

Proposed No Waiting at Any Time (NWAAT)

- Chestnut Court

It is proposed to provide a small section of NWAAT on Chestnut Court to discourage obstructive parking at the entrance to the street and in doing so improve visibility and road safety.

- Station Road

It is proposed to provide NWAAT restrictions on Station Road in order to improve the free flow of traffic, protect the junction from obstructive parking and to protect the turning head.

- Hardacre Street

Hardacre Street is narrow and it is therefore proposed to allow parking on one side of the road only through the introduction of NWAAT restrictions which also seek to protect the junction from obstructive parking and improve road safety during times of increased traffic flow (8am-6pm)

No Waiting Monday to Friday, 8am until 6pm, Station Road

The restriction seeks to remove obstructive parking, protect sightlines and improve visibility close to the junction.

Proposed Disabled Parking Bays

- Station Road

There are currently 2 advisory disabled bays on Station Road for which a Traffic Regulation Order is now being proposed to ensure they can be effectively enforced.

- Leyland Way

Leyland Way provides access to a pay and display car park. The frontage to a retail shop currently has advisory bays for disabled drivers which cannot be enforced. These bays are being misused as long stay parking spaces by all classes of drivers. A Traffic Regulation Order is therefore proposed there to ensure they can be enforced as disabled bays.

- Scarisbrick Street

A specific request was received for a disabled bay, owing to the lack of available on-street parking close the applicant's home. The applicant meets the current criteria for the provision of a disabled bay which has been included in the proposed scheme.

Consultations

The proposed scheme was discussed and supported at the Traffic Liaison Meeting (TLM) on 22 September 2011, attended by representatives from the Police, and officers from the County Council's Parking Service and West Lancashire Borough Council. It was agreed that West Lancashire Borough Council would carry out the public consultation for the proposed scheme. This consultation took place during October 2011 and indicated sufficient levels of support.

Subsequently formal consultation was carried out from the 21st March to 18th April 2012 when the proposed scheme was advertised in the local press. Site notices were also placed on lamp columns and each property received a letter with a copy of a site notice and plan outlining the proposals.

5 objections (and 2 letters of concern) were received.

The County Councillor for Ormskirk West fully supports the scheme.

Objections and residents' concerns are responded to as follows:

- 1) I am concerned that the proposed restrictions will move the commuter parking further into surrounding streets and along Scarisbrick Street. Would it be possible for the driveways and accesses to receive H bars marking to avoid cars parking across them?

Response

After schemes are introduced, displacement parking is monitored and where necessary additional measures will be considered.

H bar markings are advisory markings only, but can be placed outside driveways and accesses at a cost of £79 per marking.

Lancashire Parking Services (LPS) have the legal power to issue a Fixed Penalty Notice (FPN) for vehicles persistently parked adjacent to a dropped footway. It can also be enforced by the Police for obstructions.

- 2) I would like the Limited Waiting restriction to be increased from 1 hour to 2 hours to encourage people to come into Ormskirk.

Response

The proposed Limited Waiting has been set at 1 hour to be in line with other existing Limited Waiting bays in Ormskirk. There are numerous off-street car

parcs within the town centre providing longer stay which are more suitable than residential streets for retail shoppers.

- 3) I own 3 properties in Station Road and Hardacre Street and wonder where people will be able to park. Why are there more double yellow lines (No Waiting at Any Time) restrictions being introduced?

Response

Occupants will be able to apply for one full permit and one visitor permit per property. The limited waiting bays allow limited parking on the highway with no parking permit required.

NWAAT restrictions are proposed at junctions to improve sightlines and ensure that the roads are clear of obstructively parked vehicles to improve safety for road users.

- 4) I am registered disabled and a blue badge holder. Can I park in the disabled bays on Station Road?

Response

The disabled bays are not restricted for use by individual residents/households and can be used by any blue badge holder for unlimited periods of time.

- 5) I live in the flats at the Burscough Street end of Station Road and have not been included in the first consultation for residents parking. Although there is a limited amount of parking at the rear of the building it is not sufficient for everyone in the properties. I usually park on Station Road and will not be able to under these proposals. Can you include me in the parking permit scheme?

Response

As off street parking is available for the flats, it was decided not to include the flats in the permit parking scheme. To include them in the proposed permit parking scheme would considerably over subscribe the available on street parking and would not be viable.

However, residents without parking permits can park on the proposed single yellow line before 8am and after 6pm Monday to Friday and all weekend. Following the introduction of the proposals, parking will be monitored and reviewed and where necessary additional remedial measures may be considered.

- 6) I live on Burscough Street and park in the day on Scarisbrick Street as outside my home is a Limited Waiting bay with no permit scheme for residents. Can this bay be included in the scheme?

Response

Subject to approval to implement, the proposed scheme will be monitored and reviewed for a period following implementation.

Changes to the scheme could be considered at that stage if necessary and the bay on Burscough Street would form part of that review.

- 7) I have 3 cars would I be able to have 3 permits?

Response

The scheme is limited to one resident permit and one visitor permit per property. To issue more permits would over subscribe the available parking.

- 8) The proposed double yellow lines (NWAAT) will significantly reduce the available on street parking without providing any benefits whatsoever.

Response

The proposed NWAAT for the junction of Hardacre Street and Station Road will ensure the mobility dropped crossings are not obstructed by parked vehicles and the sightlines are clear for highway users at all times, improving road safety. The proposed NWAAT at Station Road and Burscough Street junction will ensure this area is kept clear at all times to aid the safe passage of traffic and keep sightlines clear. Chestnut Court's small section of No Waiting at Any Time ensures obstructive parking at the entrance to the street is prevented to improve visibility and road safety for local residents.

- 9) The bays do not allow for 2 permits per house and the bays in Station Road will be full and some residents will be unable to park here.

Response

Residents from a property can apply for a resident's permit and a visitor permit. The Resident's Permit scheme is zoned to include residents parking bays on other streets close by where residents with permits can park.

- 10) What is the cost of the permits and who is eligible?

Response

The costs are £25 for a resident's permit and £10 for a visitor permit per annum. The scheme is limited to one resident permit and one visitor permit per property. Eligibility is shown in the schedule attached at Appendix 'A'.

- 11) Hardacre Street showed bays on both sides in the informal consultation and on the formal consultation the bays were not on the plan.

Response

The scheme was first designed in September 2011 and consulted upon in October 2011. Over the Christmas period that year, the owner of 4 properties on the west side of Hardacre Street created off-street parking facilities with access from Hardacre Street and so the scheme was re-designed to allow vehicles to access the off-street parking facilities.

Implications:

This item has the following implications, as indicated:

Risk management

The purpose of the order is to avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.

The restrictions will improve the safe passage of traffic, including pedestrians and prevent obstructive parking. The introduction of Limited Waiting will discourage all day parking but residents who are unable park near their homes are exempt. This will improve the amenity of the roads.

Financial

The cost of the scheme has been estimated at £6,000 to come from the Residents Parking West Lancashire budget.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.