

Report to the Cabinet

Meeting to be held on Thursday, 13 June 2019

Report of the Head of Service - Highways

Part I

Electoral Divisions affected:
Brierfield & Nelson West;
Burnley Central East; Burnley
North East; Burnley South
West; Mid Rossendale;
Oswaldtwistle; Pendle Hill;
Pendle Rural; Preston Central
East; Preston North;
Rossendale East; Rossendale
South; Rossendale West; West
Lancashire East; West
Lancashire West; Whitworth &
Bacup; Wyre Rural Central;

Lancashire County Council (Various Roads, Burnley, Hyndburn, Pendle, Preston, Rossendale, Wyre and West Lancashire) (Revocations and Various Parking Restrictions (February/April No1)) Order 201*

(Appendices 'A' - 'J' refer)

Contact for further information:

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Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to address anomalies in parking restrictions and to clarify, simplify and tidy up a number of discrepancies that have been identified in the Preston and Rossendale districts. In addition, new restrictions are proposed in the districts of Burnley, Hyndburn, Pendle, Rossendale, West Lancashire and Wyre. These restrictions will help to improve highway safety for all users and provide some amenity parking.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to consider and determine the proposals for parking restrictions on the various lengths of road within the Burnley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre Districts as detailed within this report and as set out in the schedules and plans attached at Appendices 'A' to 'H'.

Background and Advice

It is proposed to revoke existing restrictions that no longer serve the purpose for which they were introduced and to introduce waiting restrictions and prohibition of waiting and loading/unloading restrictions as detailed within the Appendices 'A' to 'H' within the districts of Burnley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each proposal is contained within Appendix 'I'. The appendices refer to the former post of Director of Community Services and this has been retained due to it being the relevant post at the time the proposals were published.

Consultations

Formal consultation was carried out between 5 December 2018 and the 4 January 2019 and advertised in the local press. Notices were displayed on site for all areas where new restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

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

During the consultation period three objections were received in response to this proposal as set out below:

Objections to the Proposal

Pendle

West Street and William Street, Colne – (See Appendix 'J' for proposals)

Two letters of objection were received from individuals with regard to the proposal to introduce waiting restrictions at the junction of William Street and West Street, Colne. The objection was that the parking in the area is oversubscribed through normal business hours due to the Police Station and the Health Centre staff using William Street for daytime parking and that this parking should be moved to the underutilised Health Centre car park, thereby alleviating the problem.

The objectors were concerned that the additional restrictions might have a direct impact on their ability to access their off street premises with vehicles.

Officer Response

The proposed restriction is in line with the guidance in the Highway Code rule 243 which advises that drivers 'do not park within 10 metres of a junction'. Vehicles are parking within 10 metres of the junction of William Street with West Street and also the Junction of Peter Street with West Street resulting in restricted road width and reduced visibility for drivers turning out of the junction. It is considered that the measures are necessary to reduce the risk of collisions and promote better road safety.

Whilst the proposal is for no waiting at any time, the restriction does allow for the loading and unloading from vehicles. Once the loading/unloading activity has been completed the vehicle is required to move off. Therefore the restriction would not restrict loading and unloading at the single door entrance at the William street end as is necessary for objector 1 to complete his normal business.

With regard to concerns about parking restricting access to garage doors, should vehicles be parked in front of the large garage doors they could be deemed to be causing an obstruction. This is a matter that would be dealt with by Lancashire Constabulary. In order to assist it is proposed that a white H-Bar would be provided across the garage doors as part of the installation of the new parking restrictions. This will indicate the limits of the entrance that should be kept clear for access and this should stop vehicles blocking the access.

With regard to the fact that a large proportion of the parking is due to staff from the Police Station and the Health Centre and that one of the objectors suggest that this should be moved to the undersubscribed Health Centre car park, this facility is not highway land and is outside of the control of the county council. Consequently the county council is unable to indicate how the parking facility is managed or used.

Hyndburn

White Ash Lane

An objection has been received from a resident who lives on the east side of White Ash Lane across from proposed extension of the no waiting at any time. The objection is that this length of road is currently the only available area to park their own vehicle and that there was no issues with inappropriate waiting on this length of road.

Officers Response

The proposal has been raised as a result of public concern that the parking in this area is reducing access for all pedestrians including vulnerable highway users whilst also causing difficulties for through traffic. This view has been upheld as the carriageway width at this point is less than 5 metres. Should vehicles be parked on both sides of the road wholly in the carriageway the road width for through traffic would be less than 1.5 metres. As a result the proposed order will prevent double parking whilst providing on street parking on the east side of the road outside the terraced properties.

The Divisional County Councillor has been made aware of the objection but would still request that the proposal be carried forward to a new traffic regulation order.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2019/20 highways revenue budget for new signs and lines at an estimated cost of £3,000.

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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None

Reason for inclusion in Part II, if appropriate

N/A