

Report to the Cabinet Member for Highways and Transport
Report submitted by: Executive Director for Environment
Date: 10 January 2013

Part I

Electoral Division affected:
Preston Central South

Proposed Prohibition of Waiting, Beaumont Drive, Kerr Place and Kingfisher Court, Preston

(Appendices 'A' and 'B' refer)

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Executive Summary

Approval is sought for the introduction of waiting restrictions on a length of Beaumont Drive and at the junctions of Kerr Place and Kingfisher Court in order to address concerns that parked vehicles are obstructing visibility both at the junctions and along the road and causing access / egress problems to and from the adjacent residential properties.

The intended purpose of the restrictions is to optimise visibility for drivers and to remove inconsiderate parking which is causing obstruction to drivers and pedestrians.

As a result of statutory consultation one objection has been received.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve the proposed No Waiting at Any Time parking restrictions as shown on the plan at Appendix 'A' and set out in the schedule at Appendix 'B'.

Background and Advice

Complaints have been received from the residents of Beaumont Drive, Kerr Place and Kingfisher Court that problems are being caused by parked vehicles. These complaints are also supported by the County and City Councillors.

The issues raised by residents are that parked vehicles which are often located very close to the junction with West Strand and at various positions along Beaumont Drive are interfering with the general movement of traffic into and out of the residential area and are obstructing the sightlines of drivers travelling along the road and emerging from the junctions. This is creating difficulties particularly for larger delivery and refuse collection vehicles.

The accident records show only 1 incident on West Strand in the vicinity of Beaumont Drive in the last five years which resulted in two slight injuries. This incident involved three vehicles travelling along West Strand where the rear of the three vehicles failed to slow sufficiently and collided with the second pushing this into the rear of the leading vehicle. The presence of parked vehicles was not a factor in this particular incident.

To deal with the parking issues on Beaumont Drive and at the junctions with Kerr Place and Kingfisher Court, a No Waiting at Any Time restriction was proposed to cover the junction area close to West Strand. To pre-empt the parking migrating further along the road the restriction extends into Beaumont Drive for approx 46.00m and into the junctions with Kerr Place and Kingfisher Court.

This proposal formed the basis for the preliminary and formal consultations that were carried out.

Details of the advertised proposals are shown on the plan attached at Appendix 'A' and the schedule of restrictions is provided at Appendix 'B'.

Consultations

Consultations with residents, Preston City Council, emergency services, Bus operators, Ward Councillors and the County Councillor for Preston Central South were undertaken requesting their views on the proposal.

Preliminary Consultation

Prior to the formal consultation, notification that the County Council was considering introducing parking controls on Beaumont Drive, Kerr Place and Kingfisher Court were sent to all affected properties on these roads.

This resulted in no adverse comments being received.

The proposal was moved forward and the formal consultation and public advertisement involved in the Traffic Regulation Order process started.

Formal Consultation

The formal statutory consultation and public advertisement for the proposals was undertaken between 16th December 2011 and 19th January 2012 and one e-mail of objection has been received.

Objection

The objector indicates that he regularly parks on Beaumont Drive and that he and a colleague have done so for over 5 years without any problems in Beaumont Drive, until a point in time about 2 years ago, since which they have both been challenged on their parking by the same local resident.

The objector explains his reasons for choosing to park in this location are because: -
"The majority of lunchtimes I go to my mothers' to check she is Ok and if she needs anything. As we only have 30 minutes for lunch, if I used the on-site work parking, this could take as much as 8/10 minutes to make the journey to Lane Ends, due to the

distance from our office to the car park and the number of traffic lights I have to go through, obviously if you double this period it leaves little time for my visit”.

The objector objects to the proposal on the grounds that “in the current economic situation to implement this would be a waste of valuable Council funds that could better be spent elsewhere”.

The objector also refers to discussions he has had with the Police and Lancashire Fire Service and points out that there has been no instances reported during the last 5 years where cars parked on Beaumont Drive have caused any obstruction to the emergency services, nor caused any danger to pedestrians.

The objector also refers to the presence of other parked cars belonging to residents, parked on the same stretch of highway to his own. He advises that he has also had conversations with a number of residents, who are not interested where he parks, as long as he does not block access to the front of their drives.

Comment

The proposals to introduce parking controls in Beaumont Drive and at the junctions with Kerr Place and Kingfisher Court originated from complaints made by residents to the Ward and County Councillors. These complaints related to residents’ views that increasing numbers of vehicles were parking along both sides of Beaumont Drive and in particular at the junction with West Strand and this parking was causing problems with access and egress to and from Beaumont Drive.

Several visits to the area at the time did reveal that on occasions inconsiderate parking was causing difficulties for drivers entering and leaving the road. The parking was also interfering with general traffic movement along the road and obstructing the sightlines of drivers emerging from the side access roads.

Given the objector's view that the parking on Beaumont Drive was not as much of a problem as had been implied, the location was subsequently visited on several occasions over the summer of 2012. These additional site inspections did initially show that the level of parking had reduced to only two or three vehicles. It was noted that the lead vehicle was parked a little too close to the traffic island located in the mouth of the junction with West Strand with the associated vehicles close behind. These vehicles were observed to interfere with the movement of traffic entering and leaving Beaumont Drive.

With the level of parking observed at that time, it was considered that the extent of the parking controls originally proposed further into the road could be relaxed and restrictions applied only at the immediate junction with West Strand to move the parking away from the traffic island and improve the ease of movement past this point.

However more recently, further complaints were received from the local County Councillor on behalf of a resident enquiring about the proposal. This indicated that the parking situation was getting worse.

The submission by the resident explains the situation further:-

“Today has been particularly bad. There are two regular (daily) offending cars which park close to the traffic island and many times drivers leaving Beaumont Drive have to

brake sharply if another car is entering. It would seem that the owners of these cars work at the Rail Network premises directly across the road. It is my understanding that these premises have their own car park but it would seem to be easy to park their car at the entrance to Beaumont Drive and just walk across the road to a door entering their building.

As well as this daily hazard today, there were 6 cars parked haphazardly near to these. We have 3 overflow car parks for visitors so there should be no need for any additional cars parking on the road. We also have legitimate tradesmen i.e. communal gardening, flat decorators etc.

In addition to all this there was a van of juggernaut size trying to deliver some goods. He was unavoidably blocking the road - I could not get out and another car could not get in. The only way to resolve this was for the huge van to manoeuvre out of the way which was almost impossible because of the two cars that park there every day".

This information prompted further site visits which showed that the level of parking had increased again. The level of parking on this road appears to fluctuate from time to time and it would seem appropriate that the restrictions be introduced as originally proposed to address these issues.

The objector's comments on his reasons for choosing to park on Beaumont Drive are noted. However, this parking is contributing to difficulties for other highway users and affecting access and egress. The objector has alternative off road parking available at his place of work, albeit less convenient for the visits he makes during his lunch break.

Parking issues have been raised by residents supported by the County and Ward Councillors for the area and after these issues have been investigated, it is considered that the proposals currently under consideration will address this situation.

The costs involved in this proposal are relatively low at approximately £550. In view of the benefits that the provision of the new waiting restrictions will provide for road safety and improved access and egress, it is proposed that the proposals should be implemented.

Implications:

This item has the following implications, as indicated:

Risk management

There are no significant risks associated with the implementation of the measures as proposed in the report.

Financial

The costs involved in providing the necessary signs and road markings to implement the proposals would be met from the Environment Directorate's Area South - Preston new signs and road markings budget at an estimated cost of £550.00

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.