

Report to the Cabinet Member for Highways and Transport
Report submitted by: Executive Director for Environment
Date: 11 November 2013

Part I

Electoral Divisions affected:
Chorley East; Chorley Rural
East; Chorley Rural West;
Chorley West;

Proposed Prohibition of Waiting at Any Time and Prohibition of Stopping on School Keep Clear Markings, Knowsley Lane, Heath Charnock; Ridley Lane, Mawdesley; Birkacre Brow and Spendmore Lane, Coppull; Cowslip Way, Chorley; New Street and Bradley Lane, Eccleston
(Appendix 'A' refers)

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Executive Summary

Following a number of requests to improve road safety, aid pedestrian movements and facilitate safe traffic manoeuvres, a number of parking restrictions have been formulated for the above streets and formally consulted upon. Four letters of objection and one letter of support were received during the formal consultation period. As a result of the objections a modification has been proposed to the reduce the restriction on New Street by 3 metres on each side of the road,

This is a Key Decision and the provisions of Standing Order 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve the making of the modified proposed Traffic Regulations Orders for the above streets as contained within Appendices A1 - A5 and described in this report.

Background and Advice

A number of requests have been received from residents for improvements to road safety and to mitigate the effects of traffic congestion at various locations in Chorley.

On Knowsley Lane, Heath Charnock, the frequent use of kerbside parking space by drivers accessing local walking routes narrows the lane down to a single lane often over a long section causing traffic congestion.

At the Spendmore Lane/Birkacre Brow junction, Bradley Lane/New Street junction and Cowslip Way/Poppy Avenue junction, parked vehicles interfere with sightlines, obstruct pedestrian movements and hinder vehicular manoeuvres at the junctions.

Parking outside the school on Ridley Lane reduces visibility for school children who cross Ridley Lane at this location. Following inspection, a proposal relating to these locations was formally consulted on between 2 July 2013 and 30 July 2013. The County Councillors for the areas have been consulted and are in support of the proposals.

Consultations

The formal consultation resulted in the receipt of objections from four respondents. The main grounds for objection and the County Council's response to these are set out below:

- The length of proposed of double yellow lines on New Street is excessive and should be reduced to allow more on-street parking for residents in an area where demand for parking is high.
- *In response to residents' concerns the County Council proposes to shortened the proposed double yellow lines by 3 metres on each side of the street (6.0 metres in total) to allow additional on-street parking capacity for residents, whilst still maintaining sufficient restriction to achieve an improvement to road safety. Objectors to this part of the proposal were notified of the proposed modification and a Site Notice showing the modified length was placed on site for 2 weeks which expired on 2 October 2013. No objections were subsequently received.*
- The current parking restrictions on roads surrounding New Street and Bradley Lane are ignored and are not enforced.
- *The County Council's Parking and Civil Enforcement Service has been notified and will be seeking to carry out targeted enforcement at these locations.*
- Yellow lines are not the way forward. More encouragement should be made for people to use sustainable transport to reduce parking.
- *The County Council is committed to working with education establishments and businesses to promote sustainable travel by way of agreement and production of travel plans and the provision of promotion and educational activities. However, in locations where traffic congestion and obstruction is a problem, parking restrictions, if used appropriately, serve as an effective measure to address these problems.*

Implications:

This item has the following implications, as indicated:

Risk management

There are no significant risks associated with any of the proposals set out in this report.

Finance

The cost of the proposals will be £700 and will be funded from the New Signs & Lines Revenue Budget for Chorley

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.