

Report to the Cabinet Member for Highways and Transport, Economic Development and Planning
Report submitted by: Executive Director for Environment
Date: 22 November 2012

Part I

Electoral Division affected:
Morecambe South

Proposed 'No Waiting At Any Time' and Limited Waiting Restrictions
Eastgate, Heaton-with-Oxcliffe, Lancaster
(Appendices 'A' and 'B' refer)

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Executive Summary

The County Council is proposing to introduce No Waiting At Any Time and Limited Waiting parking restrictions to address problems of obstructive parking that have been reported primarily by business groups and their members. Concerns relate, in particular to obstruction at junctions, but also to general obstruction of the carriageway and to individual points of access to and from the highway where visibility and manoeuvrability are impaired.

Following an informal local consultation, the proposals were formally advertised and resulted in the receipt of one objection.

A copy of the advertised order and plan is found in Appendix 'A'.

Recommendation

The Cabinet Member for Highways and Transport, Economic Development and Planning is asked to approve the proposed No Waiting At Any Time and Limited Waiting Restrictions on Eastgate, Lancaster, as set out at Appendix 'A'.

Background and Advice

The County Council has received a number of requests over several years for measures to tackle obstructive parking on White Lund Industrial Estate and in particular Eastgate. Representations on behalf of their members were received from White Lund Estate Green Business Park Group and Lancaster Chamber of Commerce, as well as from individual sources and this resulted in a scheme being tentatively drawn up. Although not progressed at that time, more recent complaints prompted the council to look at the matter again and an informal consultation of

nearby businesses was undertaken leading to a revised plan that could be formally carried forward.

It transpired from this that surrounding businesses were not only concerned about issues of physical obstruction and safety, but also about recent damage to underground services and over-ground telecoms equipment caused by the parking of heavy goods vehicles on the footways. Officers also note that damage to kerbs, footway surfaces and street lighting has also occurred and it is anticipated that restricting parking on one side of Eastgate will reduce the likelihood of footway parking.

A Traffic Regulation Order for the proposed parking restrictions was subsequently advertised between the 1st August and 30th August 2012 and received one objection as detailed below.

Objection 1

The proposed No Waiting restrictions and intended sections of Limited Waiting will result in insufficient on-street parking for customers to businesses on Forestgate that rely on passing trade for their survival, particularly during peak times. The limited waiting bays should therefore extend further along Eastgate onto stretches currently left unrestricted under the proposals.

County Council's Response

It has been observed that drivers are parking on sections of carriageway on Eastgate, causing obstruction. As a consequence, short-stay limited waiting bays are proposed on one side of Eastgate, with waiting prohibited at any time on the other. This would protect the junction of Eastgate with Northgate from obstruction and allow traffic using it to move safely and freely.

It is intended that the a 30 minute limited waiting period for the bays will provide a turnover of parking for up to 5 vehicles and this will suit the nature of the adjoining businesses. The bays have been sited to address existing parking habits and also supplement parking provided by the businesses themselves for their customers.

It is expected that a proportion of vehicles displaced from unsuitable on-street places by the proposed restrictions will seek other nearby parking opportunities which remain unrestricted. An additional un-restricted stretch of carriageway was provided at the southernmost end of Eastgate which should also alleviate pressure on the remaining parking opportunities.

Consultations

Consultation with Lancaster Chamber of Commerce, Parish, Ward and County Councillors was undertaken requesting their views on the proposal and no objections were received. A pre-consultation of surrounding businesses was also carried out by letter-drop and one minor modification to the proposal was communicated to immediately affected businesses.

Financial

The cost of the proposals will be met from the Lancaster District New Road Markings Revenue Budget.

Scheme cost estimate: £1100.

Risk management

Not implementing the proposals may have an adverse affect on road safety, allow obstruction of the highway to continue and result in higher maintenance costs to the County Council and possible disruption to utilities.

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.