

Report to the Cabinet

Meeting to be held on Thursday, 8 August 2019

Report of the Head of Service - Highways

Part I

Electoral Divisions affected:
Fleetwood East; Fylde East;
Poulton le Fylde; Kirkham

**Lancashire County Council (Various Roads, Fylde and Wyre Boroughs)
(Revocation and One Way September 2018 (No 1)) Order 201***
(Appendices 'A' - 'D' refer)

Contact for further information:

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Executive Summary

Following investigations and a public consultation it is proposed to introduce a one-way traffic restriction on Nelson Street, Kirkham as set out in the appended Notice of Proposal and plan to prevent conflicts with traffic and create a safer environment for pedestrians and residential vehicles. Other proposals within this Order are to simplify and tidy up traffic restrictions to enable effective enforcement.

Recommendation

Cabinet is asked to approve the making of the relevant Traffic Regulation Order for the introduction of the one-way orders on Nelson Street, Kirkham – Blackpool Old Road, Poulton-le-Fylde and Copse Road, Fleetwood as detailed within this report and as set out in the Notice of Proposal and plans contained within Appendices 'A' to 'C'.

Background and Advice

It is proposed to revoke two existing one way orders in Fleetwood and Poulton-Le-Fylde and to reintroduce the orders in a format that will enable correct enforcement in line with the established road signs and road markings. This is a part of an ongoing programme to improve the quality of the traffic regulations throughout the county. There is also a proposal to introduce a new one way order on Nelson Street, Kirkham where there are problems with commuter parking and a primary school, please see attached statement of reasons within Appendix 'D'.

Consultations

Formal consultation was carried out between 27 February 2019 and 29 March 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 one objection was received in relation to the proposal for Nelson Street, Kirkham. The basis of the objection is set out below:

Objection

The objector, having lived on Nelson Street for nearly 15 years, does not believe that making Nelson Street one way will improve the situation because two businesses on the street need to have deliveries, one of which utilises heavy goods vehicles to facilitate these deliveries. Whilst these are underway the road will be blocked and drivers will no longer have the option of turning around and leaving in the opposite direction.

The objector accepts that there are problems with vehicular movements at this location and indicates that recently a fire engine was having difficulties gaining access as a result of parked cars. They also indicated that residents have had problems with damage to vehicles.

The objector suggested that if we were wanting to make improvements on Nelson Street it would be better to:

1. Introduce time limited residents only parking
2. Increase the lengths of double yellow lines (no waiting at any time)
3. Explore alternative parking options for the school with regard for both teachers and parents.

Engineers Response

The engineer has raised this proposal after having received complaints about the congestion at peak times. Following site visits a number of options were evaluated including increasing the lengths of no waiting restrictions, raising a residents' only parking order and one way working.

It was decided that the option to increase parking restrictions, would simply displace parking to neighbouring streets. A separate parking order has been raised to ensure that the correct corner protection is in place and is enforceable. A one way traffic restriction would make manoeuvring on Nelson Street simpler and therefore reduce the possibility of vehicular collisions. It is appreciated that there may be minor traffic flow problems on the occasions when deliveries are being made to the businesses, but it's suggested that these will be of short duration. The reduced congestion that

will result from the introduction of the one way traffic restriction will offer greater advantages, especially at school start and finish times.

Implications:

Financial

The costs of the Traffic Regulation Order will be funded from the highways revenue budget for new signs and lines at an estimated cost of £4,000.

Risk Management

Road safety may be compromised should the proposed restrictions not be approved.

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		