

Report to the Cabinet

Meeting to be held on Thursday, 8 August 2019

Report of the Head of Service - Highways

Part I

Electoral Division affected:
Preston City;

Lancashire County Council (Various Roads, AV3 Permit Zone, Preston, Preston City) (Revocation, Introduction of Parking Places, Prohibition and Restriction of Waiting, Limited Waiting and Prohibition of Loading) Order 201*
(Appendices 'A' - 'F' refer)

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Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to address abuse of the residents only parking scheme that has been occurring in a small group of streets near to a large public car park on the west side of the current AV1 (Avenham 1) permit zone by removing these affected streets and including them in a new smaller AV3 (Avenham 3) permit zone.

Recommendation

Cabinet is asked to consider and determine the proposals as detailed within this report and as set out in the schedules and plans attached at Appendices 'A' to 'F'.

Background and Advice

The Avenham 1 (AV1) Permit Zone is made up of a large number of mainly terraced streets within Preston City Centre. A small number of these streets are located to the west side of the Zone and are in close proximity to, and provide pedestrian access to, a large public car park. Part of the parking is made up of other AV1 users using the proximity of the zone at the west side for convenient commuter parking or access to the shops.

To assist in eliminating this pressure and improve the situation for residents, it is proposed to remove the small group of streets close to the public car park from zone AV1 and create a new smaller, Avenham 3 (AV3), zone. It is hoped that this will improve the ability of permit holders to park relatively close to their homes.

The remaining roads would form a slightly smaller Avenham 1 (AV1) Permit Zone. As part of these proposals a study of the available road space has been undertaken resulting in additional residents only parking bays being provided in both the new AV3 zone and the reduced AV1 zone.

Consultations

Formal consultation was carried out between 12 April 2019 and 10 May 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.

During the consultation period 8 letters/emails were received in response to this proposals, 5 of which were recorded as objections, 2 recording that they did not object to the proposal and a message of support. Some of these included one or more objections and suggestions as set out below:

Objections to the Proposal

1. Presently there are few parking spaces available in the proposed smaller AV1 area, though on the streets that are to form the new AV3 area there are generally spaces available. The proposed AV3 zone is used by residents that are within the proposed smaller AV1 zone with correct permits as this is the only place to park. The formation of the AV3 area will result in less places to park for residents with an AV1 permit.

Engineer Response

Should the proposal be accepted the number of current permit spaces that will be lost from AV1 when the AV3 zone is created is (assuming 5.00m per vehicle) approximately 25, whereas, the various changes to the restrictions in Regent Street, Bairstow Street and Chaddock Street will provide an additional 36 spaces giving an overall increase of 11 spaces for the AV1 zone after the changes are made. In addition to this the present permit holders within the new AV3 zone will be excluded from using the AV1 zone. Overall the permit holders within the new smaller AV1 zone will have more parking spaces available. (Appendix 'F' refers).

2. Suggestions have been presented for differing distributions of streets between the two proposed zones. Suggestions have in general requested a larger AV3 zone, to include Winckley Square, Cross Street, Ribblesdale Place and Starkie Street along the lines of the of the boundary between the two conservation areas.

A similar suggestion was also made for the introduction of an AV4 zone, but no details were presented for this.

Engineer Response

Wherever the line is drawn there will be permit holders that find that their choice of parking bays will change. The new AV3 zone has been drawn up to deal with a specific problem closer to the railway station. It is considered that the formation of an

AV4 zone would not address any of the specific problems related to this proposal and would also reduce residents' choices and increase the administration of the residents parking zones within Preston.

3. The proposed action to impose a new AV3 zone suggests special treatment for a small group of residents.

Engineer Response

The proposal to split the present AV1 zone and form an AV3 zone has been brought forward to address problems that have been reported to the Traffic Engineers.

4. A suggestion was received that the Pay & Display bays in Starkie Street should be converted into Resident Permit Bays as the nature of the street has changed. There are now virtually no businesses in Starkie Street except those with their own off-street parking areas as the buildings that housed the businesses have now been converted into residential accommodation there is a high demand for residential parking.

Engineer Response

The proposal has not sought to alter any of the present pay and display provisions in Preston City Centre as these provide a provision for people seeking short term parking, whilst conducting business in the area. The proposal has looked to provide additional permit parking bays by converting existing lengths of limited period waiting.

5. It has been requested that the 2 hour Limited Period Waiting Bay between Bairstow Street and Chaddock Street at the north end should also be converted to AV1 permit holders rather than remain as limited period waiting.

Engineer Response

The proposal has looked at all the limited waiting bays included in the two proposed zones to evaluate whether the provision is required with a view to reallocating the bays to residents only parking. The bay on Bairstow Street was seen as necessary as close to this provision there is a private school and therefore a need for a limited amount of short term parking. The bay also provides an area for short term parking for traders, visitors and delivery drivers that may need to access/service properties in the area.

6. Two objections have been received, one that the new proposals allow residents only parking on both sides of Bairstow Street which the objector believes to be too narrow. The second, that the proposal should allow double parking on Regent Street with the spaces being made available for residents' only parking bays.

Engineer Response

The study of the area looked for all lengths of road that could possibly be used for parking and also be designated as Residents Only Parking. In the case of Bairstow Street there is presently a daytime parking restriction on the south west side. As the waiting is available overnight residents are presently parking in this area and therefore it is proposed that this provision is reserved for residents only parking. With

Regent Street there is presently a no waiting at any time restriction on the south west side. Considering this and the businesses on Regent Street it was not considered that this length of road space could be opened up for residents only parking.

7. The splitting of the AV1 residents' only parking zone will not solve the problems of insufficient parking and parking in residents only bays for people waiting for trains. The main problems are that too many permits have been issued to non-residents and that the scheme is not sufficiently policed.

Engineer Response

The proposed changes will allow for more effective enforcement of the restrictions. It is proposed that these changes will be introduced at the same time that a new order regarding the provision of parking permits throughout the county is also under consideration. The county wide order will reduce the number of overall permits that are issued and introduce new stipulations regarding the misuse of residents' only permits.

Implications:

This item has the following implications, as indicated:

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 £2,000.

Risk management

Failure to implement the proposed changes will lead to serious problems for residents in the area with regard to overnight parking and allow continued abuse of the present residents' only parking scheme.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A