

Report to the Cabinet

Meeting to be held on Thursday, 16 January 2020

Report of the Head of Service - Design and Construction

Part I

Electoral Divisions affected:
Rossendale East; Whitworth
and Bacup

Bacup Townscape Heritage Initiative - Experimental Traffic Regulation Order (Appendix 'A' refers)

Contact for further information:

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Executive Summary

This report highlights objections to the Experimental Traffic Regulation Order for the recent Bacup town centre improvement works, where the Experimental Traffic Regulation Order can now be considered for making permanent.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to consider making the Experimental Traffic Regulation Order proposals (shown in Appendix 'A') permanent.

Background and Advice

During late 2018, public realm improvement works were undertaken in Bacup town centre. The work involved the widening of footways using quality paving to create a more functional space together with highway alterations to improve vehicular traffic flows through the town centre. These works were funded by the Heritage Lottery Fund, Rossendale Borough Council and Lancashire County Council. The Heritage Lottery Fund and Rossendale Borough Council also supported businesses to upgrade shop frontages within the extent of the improved public realm area.

To support the new highway layout, an Experimental Traffic Regulation Order was introduced to enable enforcement of any new or revised parking restrictions. An Experimental Order was selected to allow monitoring of local traffic and parking

following the highway works with the flexibility to revise the restrictions depending upon real time operation and feedback over a period of time.

Consultations

Formal consultation on the experimental restrictions began in February 2019 and lasted for a period of 6 months. One objection was received, summarised below:

The disabled parking space allocation is inadequate and difficult to manoeuvre.

With the Morrisons car park in proximity for able bodied users, it would be beneficial for disabled drivers to have exclusive use of the limited waiting bays on St James Square (Bacup high-street). These bays currently give immediate access for able bodied users when obesity is becoming a crisis.

Response:

Whilst a private car park (with permissive public access) is within relatively close proximity, officers believe that a change from limited waiting bays to disabled use only on the high street, could have a detrimental impact on businesses as the use and turnover associated with limited waiting would be reduced. Blue Badge Holders are permitted to use limited waiting bays without the time restriction applying.

Disabled parking bays have increased under the proposal with additional bays on Tower Street. These bays had not been in place at the time of objection due to the presence of scaffolding, however these have now been installed in accordance with design standards and are of an appropriate size.

Implications:

This item has the following implications, as indicated:

Risk management

Should the order not be made permanent, the restrictions will become unenforceable.

Financial

The associated works have been carried out as part of the town centre improvement works. Should the Experimental Traffic Regulation Order be made permanent, the only associated costs are in making a permanent Traffic Regulation Order and the continuation of any enforcement. If a decision is taken not to continue the restrictions permanently the parking restrictions will need to be removed and returned to their previous status (where physically possible).

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A