

Report to the Cabinet

Meeting to be held on Thursday, 9 July 2020

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Lancaster Rural East;

Footway Widening and Prohibition of Waiting, Main Street, Hornby

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

Road safety improvements are proposed on Main Street, Hornby, including the widening of the eastern footway over Hornby Bridge and the introduction of a Prohibition of Waiting restriction. This report summarises the proposals and provides details of the formal advertising and consultation.

Recommendation

Cabinet is recommended to approve implementation of the following, as shown on Appendix 'A':

- (i) Widening of the eastern footway along a length of Main Street, Hornby.
- (ii) Provision of a No Waiting At Any Time restriction on the east side of Main Street, Hornby, from 97 metres north of its junction with Station Road for a distance of 125 metres in a northerly direction.

Background and Advice

As part of the Safer Roads Fund initiative, the county council has developed proposals to improve road safety along Main Street, Hornby. The improvements are specifically designed to benefit vulnerable road users and are focussed on the area surrounding Hornby Bridge, as shown on Appendix 'A'. The existing footway over the eastern side of the bridge is typically 1.4 metres wide. This does not meet the recommended width for footways contained within inclusive mobility guidance, thereby creating a hazard for pedestrians, particularly those who may be mobility impaired.

Proposals have been developed to widen the eastern footway over the bridge to a width of 2.2 metres, thereby providing a safer and more convenient route for pedestrians. The footway would be widened into the carriageway, the remaining width of which would be 7.3 metres, which is considered an acceptable width for a road of this type.

Consultations

An informal consultation regarding initial proposals was carried out during October 2019. Whilst some support was received, there were also objections raised regarding the loss of parking for residents and businesses in the area of 28 - 30 Main Street. This included an objection from Hornby-with-Farleton Parish Council. As a result of the comments received, the proposals were amended to reduce the southerly extent of the No Waiting At Any Time restriction. The revised proposals, as shown on Appendix 'A', were subject to formal advertising and consultation during March 2020.

The parish council, whilst pleased that road safety improvements had been proposed, reiterated its objection to the introduction of waiting restrictions and particularly the loss of parking for households and local businesses. They stated that people should be able to access local businesses without hindrance or they may choose to travel elsewhere to shop or use facilities. No objections were received directly from residents or businesses.

In response, parked vehicles have been observed on the western footway of Hornby Bridge. Concern exists that drivers may also choose to park partially on the eastern footway should it be widened. This would reduce the benefit to pedestrians of the proposed eastern footway widening. Waiting restrictions would reduce the likelihood of such obstruction taking place. Alternative off road parking exists in an existing car park immediately to the south-west of Hornby Bridge. Following the comments received during the October 2019 informal consultation, the impact of the proposals on local residents and businesses was reduced by shortening the southerly extent of the proposed waiting restrictions, which no longer extends beyond the southern end of Hornby Bridge. Instead, an advisory "H-marking" is proposed outside 28 - 32 Main Street in order to discourage parked vehicles and thereby provide a clear route for pedestrians from the southern end of the widened footway onto the existing eastern footway of Main Street.

The county council's elected member for the electoral division concerned has been consulted and has raised no objections concerning the proposals.

Hornby Bridge is a Scheduled Monument and therefore Historic England has been consulted regarding the proposals as part of an application for Scheduled Monument Consent. The Secretary of State for Digital, Culture, Media and Sport has subsequently granted the consent, thereby permitting works on the bridge to take place should they be approved by Cabinet.

Implications:

This item has the following implications, as indicated:

Risk management

Without provision of the widened footway, the facilities for vulnerable road users along the east side of Main Street over Hornby Bridge will continue to be sub-standard, thereby continuing to place them at risk. Without the proposed waiting restriction to accompany the footway widening, some drivers may choose to park partially on the widened footway, thereby creating a further risk to pedestrians.

Financial

The estimated cost of implementing the footway widening and waiting restriction is £45,000. This would be funded through part of the £93,000 allocation towards Hornby Bridge made from the Department for Transport's Safer Roads Fund initiative.

Legal

Footways are provided under Section 66 of the Highways Act 1980. The highway authority is under a duty to provide a proper and sufficient footway as part of the highway where they consider it necessary or desirable for the safety or accommodation of pedestrians. In this case a wider footway is considered necessary.

No Waiting At Any Time restrictions are provided by a Prohibition of Waiting order under the Road Traffic Regulation Act 1984.

List of Background Papers

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