

Report to the Cabinet

Meeting to be held on Thursday, 3 September 2020

Report of the Head of Service - Highways

Part I

Electoral Divisions affected:
Accrington South; Burnley Rural; Chorley Central; Fylde East; Lostock Hall & Bamber Bridge; Lytham; Morecambe Central; Nelson East; Penwortham West; Preston Central East; Preston North; Skelmersdale West; South Ribble East; West Lancashire East; West Lancashire West; Wyre Rural East;

Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, South Ribble, West Lancs and Wyre Boroughs, Lancaster and Preston City) (Revocation, Various Parking Restrictions and Amendment to Permit Provisions January (NO1)) Order 202*

Appendices ('A' to 'L') refer

Contact for further information:

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Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to address anomalies in parking restrictions and to clarify, simplify and remedy a number of discrepancies that have been identified in the Burnley, Chorley, Pendle and Preston districts. In addition, new restrictions are proposed in the districts of Chorley, Fylde, Hyndburn, Lancaster, Preston, South Ribble, West Lancashire and Wyre. These restrictions will improve safety on the highway for all users and also provide some amenity parking.

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

Recommendation

Cabinet is asked to approve the proposals for parking restrictions on the various lengths of road within the Burnley, Chorley, Fylde, Pendle, Preston, Hyndburn,

South Ribble, West Lancashire and Wyre Districts, as detailed within this report and as set out in the Draft Order (Appendix 'A2'), plans (Appendices 'B' to 'K') and statement of reason (Appendix 'L').

Background and Advice

It is proposed to introduce limited waiting, restriction of waiting, prohibition of loading, taxi stands, the formalisation of disabled parking places and the removal of disabled parking places that are no longer required as detailed within Appendices 'A' to 'K' within the districts of Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, South Ribble, West Lancashire, and Wyre, to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each district is contained within Appendix 'L'.

Consultations

Formal consultation was carried out between 10 March 2020 and 10 April 2020 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.

Correspondence

As a result of the consultation sixteen responses were received, one indicated that they supported the changes, four indicated support with some comments, four responded to indicate that they did not object to the proposals, and there were seven objections to the proposals.

General No Objection Replies and support

United Utilities, Lytham St Anne's Cycling Group and two responses from the Police all indicated that they had no objections to the proposals.

Blackpool Road and Bridge Road, Lytham

One email was received from a respondent who agreed with the restrictions as proposed but was concerned that the changes would move the parking problem to the north east side of Blackpool Road where more restrictions would then be required.

Engineers Response

The proposals are for junction protection that is required to preserve sight lines for vehicles exiting Bridge Road. Should the changes displace parking to an area where new problems arise then these will be considered after a period of monitoring.

Blackpool Road and Clifton Crescent, Preston

There were four objections received regarding the proposals around the entrance to the Deepdale Retail Park.

Three of the objections were with regard to the length of restrictions leading on to Clifton Crescent. All requested that this section be removed from the proposal as this length of road is used as parking for residents and visitors to properties on Blackpool Road as well as Clifton Crescent. The removal of this parking will cause residents to park on Blackpool Road. Two of the individuals expressed a wish to conduct a petition to support their objections but considered that they were prevented from doing so due to the present covid-19 pandemic. The third expressed concern that if parking was displaced on to the length of Blackpool Road without restrictions this would result in difficulties for the nearby Ambulance Station.

One objector was concerned about all aspects of the proposed restrictions on both Blackpool Road and Clifton Crescent and considered that the new proposal doesn't work for residents on Blackpool Road who have multiple cars in their household. They feel that the restrictions will be an inconvenience. They also mentioned the access and suitability of the Deepdale Retail Park and a suggestion is made that the council provide the residents with private parking areas for their homes.

Engineers Response

The purpose of this proposal is to remove obstructive parking and assist with the general movement of vehicular traffic along the section of Blackpool Road in the vicinity of the Fire and Ambulance Station and Deepdale Retail Park.

The proposal to extend the no waiting at any time restriction on the north west side of Clifton Crescent for a distance of 22.5m from the centreline of Blackpool Road was intended to aid traffic entering Clifton Crescent as detailed in schedule 3 item r) of Appendix 'A1 Draft order (Advertised)' and Drawing SR/10-19/PR1 of Appendix 'H'.

It is this aspect of the proposed order that two residents expressed a wish to raise a petition against. Due to the present pandemic this has not been possible.

Although this item would assist the situation on this length of Blackpool Road, it is not essential and therefore it is proposed that item r) of schedule 3 of Appendix 'A1' Draft order (Advertised)' and Drawing SR/10-19/PR1 of Appendix 'H' be removed from the present proposed order as set out in Appendix A2 Draft Order (Modification) and Drawing SR/10-19/PR1(Mod) of Appendix 'H'. The impact of the changes will be monitored and should it be considered necessary, this measure may be proposed at a later date.

With regard to the objection by the resident who did not want any waiting restrictions in front of their property. Although it is our role to introduce restrictions where highway parking is causing a problem, the council is not obliged to provide ample highway parking for home owners. Feedback from the informal consultation was considered and as a result the proposed restrictions were modified. Whereas the proposals that were presented for informal notification did indicate waiting restrictions in front of this property, the proposal that went to formal consultation and is now being considered does not include restrictions in front of this particular property.

Broadway, Preston

One objection was received from a member of the local hospital staff claiming that the use of Broadway for day time parking was not causing a problem as they do not block driveways and always leave space for utility and emergency vehicles.

Engineers Response

The proposal is an extension to the present waiting restrictions. The proposal has been requested to ensure that the limited exit from Broadway to Black Bull Lane can be maintained for larger service and emergency vehicles. The proposal is the minimum necessary to ensure that safe egress from Broadway can be maintained.

Vicarage Lane, Preston

One communication was received regarding the waiting restrictions on Vicarage Lane expressing concern that the proposed changes would increase parking on Vicarage Close and Glebe Close. Such parking makes it difficult for them to exit from their driveway, suggesting that residents only parking should be introduced on Vicarage Close and Glebe Close.

Engineers Response

The concern that the restriction will displace parking further along Vicarage Close and on to Glebe Close cannot be addressed with a resident's only scheme, as all of the properties have off street parking, and would therefore be ineligible for such a scheme under the council's criteria. As with the introduction of all new parking restrictions, the effect of the changes will be monitored and should further measures be seen as necessary these will be investigated.

Queensway, Penwortham

One email was received regarding the proposal to introduce a prohibition of loading at any time to a length of Queensway. The respondent was in support of the changes but expressed a concern that a number of vehicles were frequently disregarding the restrictions when making deliveries to businesses. They asked to be consulted with regard to further development in the area.

Engineers Response

The proposed prohibition of loading at any time is necessary to maintain safe access and egress to Queensway from Liverpool Road. The comments raised by the correspondent are outside the remit of this proposal. Loading and unloading on lengths of road where there is a prohibition of waiting at any time is permitted under the Traffic Regulation Order.

Summerwood Lane, Halsall

Three responses were received to this part of the proposed order. One was an objection to the restrictions the other two expressed concerns.

The objector is concerned that the introduction of the proposed waiting restrictions will not deal with the problem but will cause problems for residents who need to have visitors. This would be especially difficult for households nursing chronically ill relatives and having medical staff visit on a daily basis. The objector considers that the problem is at the junction of Summerwood Lane with New Street where vehicles are parked on both sides of the road close to the church.

One of the responses received indicated support for the proposed new restriction but they were concerned that the provisions did not extend back to the junction of Summerwood Lane with New Street where there is a problem with vehicles parking on both sides of the road. The problem being worse at school times with vehicles parked on the footway causing problems for vulnerable highway users.

The third response was concerned that the restrictions would extend across the front of their property and asks for a permit to park on the restriction until they are ready to build a new driveway to their home.

Engineers Response

The proposals for Summerwood Lane were targeted at the specific road safety issues that were raised, i.e. parking on the approaches to and around the bend adjacent to nos. 8-12. Drivers passing any parked vehicles have to move to the opposite side of the road and are then proceeding head on and unsighted from opposing traffic until they are very close.

The proposals were kept to the minimum required to address this situation. They were purposely kept away from the wide junction area outside the church where some parking can be accommodated safely. Whilst it would seem an obvious measure for restrictions to be applied to the area around the junction, it is highly likely that this will result in the parking transferring on to New Street (A5147) and Halsall Road (A5147). Parking on A5147 would be considered as more serious problems.

The proposal does not seek to remove all parking, thereby allowing the resident who is looking for exemptions a space to park their vehicle whilst they construct suitable off street parking. This is also the case for visitors and carers to the affected properties. The order will not prevent emergency vehicles parking in the area.

Altys Lane, Ormskirk

An unconditional message of support was received with regard to this section of the proposed order as they agree that the changes will reduce the risk of accidents.

Engineers Response

The response is noted and appreciated.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2020/21 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

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

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A