

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:
Lancaster Central; Lancaster
Rural East; Lancaster South
East;

Lancashire County Council (Barrow Greaves, Ellel, Five Ashes Lane, Thurnham, Hazelrigg Lane, Ellel and Scotforth, Lancaster City) (Prohibition of Waiting and Restriction of Waiting) Order 202*
(Appendices 'A' to 'E' refer)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Highway Regulation - Highways and Transportation
chris.nolan@lancashire.gov.uk

Executive Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to assist in removing commuter parking from the local rural road network.

Recommendation

Cabinet is asked to approve the proposals for parking restrictions on the various lengths of road as detailed within this report and as set out in the Notice of Proposal (Appendix 'A'), plans (Appendices 'B' to 'D') and statement of reason (Appendix 'E').

Background and Advice

In recent years due to the expansion of Lancaster University and changes to on-site parking arrangements, a large number of commuter vehicles have been displaced onto the surrounding road network. This has raised local concerns over damage to the roadside verges and there has been a perception that this is a road safety issue, although this is not reflected in the roads safety record.

These proposals are being funded by Lancaster University in order to reduce the impact that university parking has on the local community.

This is the first phase of restrictions discussed with an optional second phase extending restrictions onto Burrow Road and part of Highland Brow, dependant on the effectiveness of the proposed restrictions.

Consultations

Formal consultation was carried out between 13 February 2020 and 12 March 2020 and advertised in the local press. Notices were displayed on site where 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 21 responses were received, eight of which were in support, a further six supported the proposal in principal but would like some of the measures changed, three noted that they did not have objections and four objections were received. These are addressed as follows.

Support

The responses supporting the proposal outlined the problems mainly on Hazelrigg Lane where there is excessive parking that is restricting the road width to a point where two way vehicular movements are difficult. This situation being most significant when large agricultural vehicles need to use the route. Concerns were expressed that it was necessary for large vehicles to drive on the verge causing damage, whilst damage was also being caused by cars being parked on the verge.

Supporters of the proposal noted that parking was often by vehicles left for a full working week, being parked on a Sunday or Monday and left without moving until Friday. Part of the road is not covered by street lighting and for the most part does not have a footway. As a result of the parking, pedestrians and horse riders have to walk in the middle of the road, often at night.

Support was received from the police and parish council.

Support in Principal (with comments)

The proposed order includes lengths of Hazelrigg Lane where parking would be permitted between 7am and 7pm. Most of the responses that support the changes in principal are concerned about the provision of the daytime parking as they feel that parking along these lengths will still present a problem, causing vehicles to reverse or drive on the grass verge due to the reduced carriageway width. There are differing suggestions including shortening the provision of daytime parking to remove this facility.

One of the comments suggests rather than permitting parking during the daytime, that parking should be allowed overnight to be used by residents of Chapel Lane.

Not Objecting

Correspondence received from one resident, United Utilities and a representative from Cycling UK all expressed no objection to the proposal.

Objections

One objector is concerned that the removal of the parking is not necessary as the road has a good safety record. They suggested the proposed restrictions will be of a financial benefit to Lancaster University with an estimated income of £23,400 per year, by ensuring that visitors to the university who park on Hazelrigg Lane would instead have to pay to use the university car parks.

One objector was concerned the proposal would force visitors to the University to pay to use the university car park which has limited spaces. The objector also stated the alternative of paying to use public transport whilst owning a car is an additional cost. As part of the submission the objector suggests that the road could be subject to better parking management and a reduction of the speed limit. They consider these measures would improve the road for local residents as a reduced speed limit would make the road less desirable as a short cut whilst also reducing road noise.

A local resident objected to the proposal as they were concerned that the changes would displace parking on to Chapel Lane to a higher degree than was already the case. They also noted they had experienced problems with vehicles being parked from Monday morning and not returning until Friday or Saturday.

To protect residents on Chapel Lane, the objector suggested the introduction of a residents parking scheme with disabled parking provision.

The fourth Objector was concerned that the waiting restrictions were too long and that they would prevent parking for visitors and trades people.

Engineers Response

Offsite parking on rural roads in the vicinity of Lancaster University has increased to a level where, at times, safe two way vehicular traffic is difficult and results in manoeuvres being undertaken that have been identified as dangerous and damaging to the grass verges. The restrictions are necessary as students and staff who choose to use cars as a travel to the university see the parking on these roads as a free option irrespective of the impact on the local roads and residents. The university has financially supported this traffic regulation order since they consider that the proposed restrictions will assist with the implementation of their travel plan objectives of controlling and reducing commuter car use by staff and students. Nonetheless, the restrictions are considered necessary to improve road safety and protect the highway. The introduction of this proposal would encourage people to either utilise off street pay and display parking on campus, or to choose a different travel mode.

The scheme has been extended to a point 1159 meters north east of the centre line of Chapel Lane (C462) to ensure that the restrictions extend sufficiently to deter parking for the campus.

Presently, the county council is not proposing residents only parking schemes subject to a review of the policy and financing of these orders. Notwithstanding the decision not to introduce new schemes, Chapel Lane has been identified as an area where such a scheme would not be beneficial as such a restriction relies on marked

parking bays. The marking of the bays would result in a reduction of the spaces available for parking and therefore result in further parking difficulties.

Concerns that the extent of the restriction is excessive and prevents trades people and visitors parking has been noted. An element of parking for short stay use on Hazelrigg Lane is being retained which should help reduce the impact that the proposed restrictions will have on residents on Chapel Lane. In addition, access to the property's off-street parking will be marked by an "H-Bar" that would allow 2-3 vehicles to park outside the property in front of the access gates.

As with all new parking restrictions changes will be monitored and should further measures be considered necessary these will be fully assessed.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order have been funded by Lancaster University along with the cost of the initial roadmaking and sign plates.

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		
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Reason for inclusion in Part II, if appropriate		
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