

Report to the Cabinet

Meeting to be held on Thursday, 10 June 2021

Report of the Head of Service - Highways

Part I

Electoral Divisions affected:
Accrington South; Accrington
West & Oswaldtwistle Central;
Burnley Central East; Burnley
Central West; Lancaster East;

Lancashire County Council (Various Roads, Burnley and Hyndburn Boroughs, and Lancaster City) (Revocation, Prohibition of Driving and Bus Lanes) Order 202*

(Appendices 'A' - 'G' 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 consolidate the existing bus lanes that have been identified as suitable for camera enforcement.

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 making of the Traffic Regulation Order as detailed in this report and as set out in the Modified Draft Order (Appendix 'F'), Plans (Appendices 'B' to 'D' & G) and Statement of Reasons (Appendix 'E')

Background and Advice

The purpose of this order is an administrative exercise to standardise existing bus lanes that have been identified as suitable for camera enforcement and ensuring that they conform to the Traffic Signs Regulations and General Directions 2016. The implementation of camera enforcement will facilitate efficient bus service operation, ensure that the bus lane restrictions are respected and allow them to fulfil the purpose for which they were designed.

Following the original consultation, no objections were received and a decision was made to make the Order under the council's scheme of delegation to officers. Once the necessary changes to the signage were installed on Chapel Street and North Road, Lancaster, concerns were raised by a county councillor, a Lancaster City Councillor, and a local property owner.

The proposal for Chapel Street was to achieve a similar result to the current restriction by introducing a bus gate on the section from the entrance to the car park to its junction with Butterfield Street. This would replace the current Prohibition of Driving except for buses and access. The current restriction is difficult to enforce due to the nature of the 'except for access' exemption. The new bus gate would replace 'except for access' with a provision of 'except for authorised vehicles'.

Drivers would need to register their need to use Chapel Street as Authorised Vehicles, either on a particular date or regular delivery/pick up from one of the properties served from the road adjacent to the bus gate. Chapel Street is a one-way street (north to south). Properties north of the bus gate would be able to avoid the bus gate using the car park. Properties south of the bus gate were able to access the properties using Dye House Lane and Butterfield Street. Since drawing up the proposal a development on Wood Street has been proposed that will result in the closure of the junction of Butterfield Street with Chapel Street.

The proposal to close Butterfield Street access to Chapel Street will render the operation of the bus gate impractical. As a result of the subsequent conversations a modification to the original proposal was advertised onsite. The modification would remove all work with regard to Chapel Street leaving the present regulations in place. The modification did not cause objections to be raised but the property owner, who took part in the consultation process, has made a complaint regarding the use of North Road. As a result of the comments made it is deemed necessary to submit this report for consideration by Cabinet.

Consultations - Original Proposal

Formal consultation was carried out between 30 January 2020 and 27 February 2020 and advertised in the local press. Notices were also displayed on site. Divisional county councillors were also consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Objections (Original Proposal)

No objections were received to the proposals and therefore the order was progressed under the scheme of delegation to officers and the changes to the road signs and road markings were completed. However, following the installation of the new road signs comments were received regarding access provisions through both the Chapel Street and North Road, Lancaster for residents, business owners, delivery vehicles and members of the public dropping off and collecting from businesses.

Engineer's Response

The proposal to formalise the currently signed bus lanes on both the Chapel Street and North Road, Lancaster Bus Lanes as detailed in Schedule 5 and Schedule 8 of Appendix 'A' Draft Order (Original) and Plan Appendix 'D', was to allow for enforcement thus alleviating the traffic abusing the current signed bus lane as a short cut through the city centre.

During discussions with a county councillor, a city councillor, and a local property owner the information regarding the closure of the junction of Butterfield Street with Chapel Street was raised. As a result of this work it was decided that the proposed changes to regulations on Chapel Street should be withdrawn with a view to monitoring the level of contravention of the current orders and different methods of enforcement. As a result, the current Prohibition of Driving except for Buses, Taxis, Cycles and for access will remain.

The modification also introduced an exemption to North Road, Lancaster 'Bus Only Street Except Cycles, Taxis and Authorised Vehicles' to allow for the purpose of loading/unloading to premises situated on, or adjacent to, North Road between Chapel Street and Damside Street along with vehicles accessing the service area at the rear of properties on Rosemary Lane, Church Street and North Road as indicated on the plan attached as Appendix 'G' clarifying the definition of "Authorised Vehicles" which would be permitted as below:

***"Authorised Vehicle"** means a vehicle which has been authorised in writing by the Council for the purpose of this Order and which is being used for delivering to the properties located on North Road between Chapel Street and Damside Street and/or to access the land shown edged red on the plan appended to this Order.*

Consultations - Modified Proposal

Consultation of a modification to the proposed Order removing Chapel Street and defining Authorised Vehicles in relation to North Road was carried out between 8 March 2021 and 5 April 2021, with notices placed on both Chapel Street and North Road. In addition to this being advertised on site a letter with a copy of the notice was also sent via mail to all affected properties.

Objections

No objections were received as a result of the consultation on the modified order. However, a Chapel Street property owner who was part of the consultation process, requested authorisation for vehicles to use North Road when requiring access to Dye House Lane to service the rear of the properties 1 - 11 Chapel Street, objecting to the fact that this would not be possible.

Engineer's Response

As the modified order will not make changes to Chapel Street, and it is possible for vehicles to access Dye House Lane using the one-way system from Chapel Street, via Rosemary Lane, Church Street and North Road. It is not seen as necessary to

allow vehicles that need to use Dye House Lane to also have Authorisation to pass through the Bus Gate on North Road as the permitted route is not excessively long. It is also considered that to allow access for these vehicles through the North Road Bus Lane would be misleading for other drivers who may choose to follow such use.

Implications:

This item has the following implications, as indicated:

Financial

As the proposed Order was originally approved under the scheme of delegation to officers, the majority of the signs and road markings have been completed ready for the Order to be sealed. Failure to approve the Order will incur costs, estimated at £5,000, to rectify the signage to meet the previous Order which was difficult to enforce and which would need to be funded from within the 2021/22 Highways and Transport budget.

Risk management

Failure to implement the Order will reduce the ability to enforce and police the system of bus lanes that are implemented to ensure the efficient running of the Bus Services. Without correct enforcement the bus lanes will be abused impacting on the efficiency of the Bus Services that are a sustainable means of transport.

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

N/A