

Report to the Cabinet

Meeting to be held on Thursday, 10 June 2021

Report of the Head of Service - Design and Construction

Part I

Electoral Divisions affected:
Preston Central West; Preston
City;

Various Roads, Preston City Centre, UCLan Area, Preston City (Revocations, Amendments to Permit Parking Provisions and Various Parking Restrictions) Order 202*

(Appendices 'A' - 'C' refer)

Contact for further information:

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Executive Summary

Approval is sought to introduce parking and loading restrictions on the recently modified highways comprising a redesigned Adelphi Junction near the University of Central Lancashire (UCLan) central Preston campus. Approval is also sought to amend the parking and loading restrictions with associated revocations on the affected roads approaching the junction comprising; Fylde Road, Maudland Road, Adelphi Street, Harrington Street, St Peters Street, Walker Street, Moor Lane, Adelphi Place, Friargate, Corporation Street, Cold Bath Street and Victoria Street.

The proposals have been advertised on site and in the local press. Two objections have been received. The details of these objections are contained in the Consultations section of this report.

A plan of the proposed permit parking provision and various other parking restrictions is set out at Appendix 'A'.

The notice of proposal and draft order are set out at Appendix 'B'.

The approved design for the Masterplan development is shown at Appendix 'C'.

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 Permit Parking Provision and Various Parking Restriction Order at Appendix 'B.2' which introduces parking restrictions on the recently modified Adelphi Junction and associated revocations on the affected side roads as shown on the plans at Appendix 'A'.

Background and Advice

The UCLan Highway Works comprise part of the University's masterplan to develop a new Student Centre building and University Square in the vicinity of the original Adelphi Roundabout. The changes to the highway comprise a new Adelphi Junction layout and modification to the connected side roads. The highway works utilise high quality materials to integrate with the Student Centre development and support the aspiration of creating a gateway location into the University. The highway design was prepared by UCLan in consultation with Lancashire County Council, to improve the safe flow of traffic and make the environment safer for non-motorised users.

Cabinet approved the design of the new road layout on 11 October 2018, which became effective on 17 October 2018. The Head of Service - Design and Construction was also authorised to make minor changes to the design without recourse to Cabinet. The approved design for the Masterplan development is shown at Appendix 'C'.

The Masterplan development is subject to planning permission granted by the local planning authority, Preston City Council. UCLan as the applicant presented the final design to the city council on 17 September 2018 as a non-material amendment following an earlier grant of planning permission by Preston City Council.

The works are fully funded by UCLan and project managed by the county council on behalf of UCLan pursuant to a Section 278 agreement.

The proposed permit parking and parking restriction orders will support the approved design.

Consultations

The proposals were advertised and formally consulted upon between 15 January 2021 and 12 February 2021.

This included an advertisement in the local newspaper and posting of notices on site. Letters were also hand delivered to all properties affected by the proposal along with the council's usual consultation exercise including publishing the relevant documents on the council's website.

Two objections were received, both relating to the loading provision on the east side of Corporation Street between Hope Street and Edward Street. The business owners claim they need access to park vehicles directly in front of their premises on Corporation Street to load and unload heavy items. The objections relate principally to the island in the highway located to the north of the junction between Edward Street and Hope Street. The concern is that parking on Corporation Street outside their businesses will cause an obstruction to other road traffic and that they were not consulted or made aware of this design feature (the island) being located where it has been constructed.

The consultations for the design were undertaken by the applicant, UCLan and determined by the local planning authority, Preston City Council. The county council was involved throughout the consultation exercise and was consequently satisfied to adopt it as their own for the purposes of the Highways (Traffic Calming) Regulations 1999.

The report presented to Cabinet on 11 October 2018 seeking approval of the design included an Equality Impact Assessment. This documents the extensive consultation undertaken during the design development.

The island has been constructed as shown on the approved plan. It acts as a gateway feature to the change of materials and provides a sense of place that encourages drivers to engage more with their surroundings. The island splits the carriageway into two narrow lanes, which is expected to slow vehicular traffic speeds. This is a key design element to slow traffic and raise drivers' awareness on the approach to the uncontrolled/un-signalled gyratory and crossings at Adelphi Quarter. Furthermore, the refuge island in the middle provides extra safety to pedestrians on an uncontrolled crossing, which is important in the campus area with significant footfall to and from university buildings.

The proposed Permit Parking Provision and Various Parking Restriction Order for Corporation Street seeks to revoke the existing peak time loading restrictions on Corporation Street completely and to make a prohibition of loading and unloading between Fylde Road and Ringway at any time. This means that the business owners would no longer be permitted to load or unload to vehicles directly in front of their business entrances off Corporation Street, regardless of the traffic island location. This prohibition supports the new highway design and will improve traffic flow and the wider safety of non-motorised highway users along Corporation Street. Footway loading provision on Corporation Street is not considered suitable due to the higher pedestrian use combined with limited footway widths.

As mitigation, goods vehicle loading and unloading bays are available at any time along nearby Hope Street and Edward Street. Swept path analysis has been undertaken following discussion with one of the business owners to understand what vehicles are used for load carrying and these can be accommodated on these side roads with room for other vehicles to pass. The carrying distance of loads will be increased by approximately 20m. If the recommendation set out in this report is approved, it is proposed to install a dropped kerb crossing adjacent to the loading area which will ease loading and unloading of vehicles.

Implications:

This item has the following implications, as indicated:

Risk management

Without approval there will be no parking restriction orders for the new highway works constructed. This will prevent the control of parking for the newly constructed highway works, which has potential safety implications for all highway users.

Legal

If the recommendations set out in this report are not approved by Cabinet, any alternative design would be inconsistent with the design at Appendix 'C' which was approved by the local planning authority, Preston City Council. In that situation an application to Preston City Council would need to be made to remedy the discrepancy, most likely by way of a non-material amendment.

Financial

The road layout and signing strategy for the constructed works comprises the necessary infrastructure to enforce the parking restrictions as recommended in the Permit Parking Provision and Various Parking Restriction Order at Appendix 'B.2'. If the recommendations are not accepted, the signing strategy and possibly parts of the design and works to date will need to be changed on site and this will require additional funding to modify the works on site but this should be recoverable from UCLan under the S.278 agreement.

List of Background Papers

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