

Report to the Cabinet

Meeting to be held on Thursday, 8 September 2022

Report of the Head of Service - Highways

Part I

Electoral Division affected:
Burnley Central East;

Corporate Priorities:
Delivering better services;

Lancashire County Council (Bethesda Street, Hammerton Street, Paradise Street, St James's Street, Tanner Street and Unnamed Street, Burnley, Burnley Borough) (Suspension and Various Parking Restrictions) Experimental Order 2021

(Appendices 'A' to 'C' refer)

Contact for further information:

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Brief Summary

This report highlights objections to the recent Experimental Traffic Regulation Order supporting the safe operation of the new public realm layout and the public transport improvements within the St James's Street area of Burnley. Consideration can now be given as to whether to make the Order permanent.

Recommendation

Cabinet is asked to approve the making permanent of the Experimental Traffic Regulation Order. The original Experimental Traffic Regulation Order is shown in Appendix 'A' and depicted on the plan at Appendix 'B' for the reasons outlined within this report and in the Statement of Reasons at Appendix 'C'.

Detail

A public realm improvement scheme, designed by Burnley Borough Council, currently being implemented on St. James's Street, Burnley includes a new layout which will necessitate changes to the existing traffic regulation orders. The proposed traffic regulation orders will make improvements to the public transport network as well as improving vehicle flow in the area.



An Experimental Traffic Regulation Order was introduced to support the new public realm scheme whilst it is under construction as well as to assess the level of access provided to authorised vehicles within the bus lane, assess the efficiency of the new traffic management and parking layout functions along with supporting public transport operations and highway safety once the road re-opened.

An Experimental Order was selected as it offers a more suitable consultation period as access to the street has been restricted by the construction of the scheme and other local bridge repair works which have required the road to be closed to through traffic.

Consultations

The making of the Experimental Order was advertised in the local press and notices were displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Formal consultation of the experimental restrictions began in April 2021 and lasted for a period of 6 months. This included the location of the loading bays and limited waiting bays. Two objections were received, as summarised below:

Objection:

During the formal consultation period correspondence from two take-away businesses on opposite sides of St James's Street was received objecting to the location of a limited waiting bay on the south side of St James's Street and asked for it to be returned to a loading bay as it was before the new public realm works were implemented.

The Objectors state that their deliveries will not be able to stop near their shops to unload their supplies and this will make it difficult for them. They additionally raised concerns that the limited waiting bays will prevent them parking their vehicles in the bay in the evening and also affect the operation of their take-away delivery service as other vehicles could park there.

Officer Response:

The restrictions were implemented to make improvements to the public transport network as well as improving vehicle flow in the area in support of the public realm changes. The extent of the parking and loading facilities were designed to provide a mix of provision to support all local businesses. The remainder of the street has no loading restrictions and bus stop clearways. There are areas of off-street pay and display parking available in the area which are free after 9pm (Monday to Saturday).

A Burnley Borough Council officer met the objectors on site to discuss the extent of the restrictions to consider if any alteration could be accommodated. However, the discussions did not find a solution that could be accommodated.

There are two goods vehicle loading bays provided within 35 metres of the previous loading bay which are considered to be a reasonable alternative. A further informal consultation by a Burnley Borough Council officer of all the local businesses did not



provide clear support for a change to the restrictions set out by the Experimental Traffic Regulation Order.

The previous loading bay did not allow for staff vehicles to be parked in the bay and as the goods for delivery can be carried easily by hand, it would not seem appropriate to use the loading bay for this purpose. The new parking bay operates between Monday to Saturday 8am to 6pm and outside these times it will be available for vehicles to park, including staff and delivery vehicles which should assist the businesses. It will also provide areas for customers to pull up and park whilst visiting the take-aways in the evening.

Following discussions between Lancashire County Council and Burnley Borough Council officers, it was agreed that the extent of the restrictions was achieving the aims of the original scheme and no alterations were necessary as the provisions are considered to be reasonable.

The Experimental Traffic Regulation Order has been successful in improving traffic flow and providing an improved public realm and public transport accessibility and no further changes are deemed necessary.

Officers therefore recommend the Experimental Traffic Regulation Order is made permanent.

Implications:

This item has the following implications, as indicated:

Risk management

Should the order not be made permanent, the restrictions would become unenforceable and the new layout would not be functional with the existing Traffic Regulation Orders.

Financial

The associated works have been carried out as part of the Lower St James's Street Regeneration Scheme - PPMS 9898. Should the Experimental Traffic Regulation Order be made permanent, the only associated costs are in making a permanent Traffic Regulation Order at an estimated cost of £1,366. If a decision is taken not to continue the restrictions permanently the parking restrictions will need to be removed which would require a similar, new Traffic Regulation Order to be advertised and consulted on to support the new street layout as the existing Traffic Regulation Order would no longer be appropriate or functional at an estimated cost of £3,000.



List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

