

**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:  
Pendle Hill;

**Corporate Priorities:**  
Delivering better services;

**Lancashire County Council (Churchill Way, Nelson, Pendle Borough)  
(Restriction Of Waiting) 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 in Churchill Way, Nelson, where consideration is now required as to whether to make the Experimental 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**

Complaints have been received that on-street parking was preventing access to TIP Trailers unit (No. 44 Churchill Way) for customers which is having a detrimental impact on their operations.

Following investigations an Experimental Traffic Regulation Order was introduced to provide a waiting restriction from Monday to Friday between 7am – 7pm to alleviate the obstructive parking in order to maintain access to TIP Trailers Unit without removing all the on-street parking. This type of order was chosen so local



traffic and parking could be monitored following the introduction of the restrictions with the flexibility to make revisions depending upon the results and feedback over time.

## **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 September 2021 and lasted for a period of 6 months. One objection was received, which is summarised below:

### **Objection:**

During the formal consultation one of the local businesses raised an objection to the proposal with Pendle Borough Council.

The owner of the business raised concerns that the proposal was limiting on-street parking availability for their staff and customers which may have a detrimental impact on their business. They explained that they have limited on-site parking so rely on on-street parking.

The owner explained that staff had received six Penalty Charge Notices for parking on the restrictions and one had chosen to leave their employment due to the lack of parking.

The Engineering Manager from Pendle Borough Council, who was involved with the design of the restrictions, visited the objector, and discussed their concerns explaining that the restrictions had been placed to enable another unit to operate their LGV fleet without being obstructed by the on-street parking. The Pendle Borough Council Engineering Manager also suggested to the objector that they contact some of the nearby units which under-utilise their parking to see if they would agree to some staff using their parking spaces.

### **Officers Response:**

The restrictions were implemented to protect the LGV fleet movements in and out of Unit 44, Churchill Way which were being obstructed by on-street parking from adjacent units on the estate. The extent of the parking and the hours of operation were kept to a minimum to retain some on-street parking.

A Lancashire County Council officer met the Pendle Borough Council Engineering Manager on site to discuss the extent of the restrictions to consider if any alteration to the Experimental Order could be accommodated.

It was agreed that the existing extent of the restrictions was achieving the aims of the proposals in maintaining the operation of Unit 44 and that there are other areas of on-street parking available approximately 275 metres away which have been



available when officers have visited and no further changes were 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 proposed restrictions will be unenforceable and it is likely HGV access to the business units at the end of Churchill Way will be detrimentally affected again.

**Financial**

The associated works have been carried out from the Pendle District New Signs and Lines Revenue Budget. Should the Experimental Traffic Regulation Order be made permanent, the only associated costs would be in making a permanent Traffic Regulation Order at an estimated cost of £300. If a decision is taken not to continue with the restrictions permanently, they will need to be removed and returned to their previous status at an estimated cost of £500.

**List of Background Papers**

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

