

Report to the Cabinet

Meeting to be held on Thursday, 4 May 2023

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
Pendle Hill;

Corporate Priorities:
Delivering better services;

Lancashire County Council (Barley Lane, Barley, Pendle Borough) (Prohibition Of Waiting, Limited Waiting, And Amendment To Permit Parking Provisions) Order 202*

(Appendices 'A' to 'B' refer)

Contact for further information:

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Brief Summary

Following investigations and formal public consultation, it is proposed to introduce Resident Parking to address significant and obstructive parking issues which have been identified impacting on the residential area of central Barley Village.

Recommendation

Cabinet is asked to approve the making of the Traffic Regulation Order setting out proposals for parking restrictions on the various lengths of road within Barley Village, as detailed within this report and as set out in Appendices 'A' and 'B'.

Detail

The purpose of this proposed Traffic Regulation Order is to address significant and obstructive parking issues which have been identified impacting on the residential area of central Barley Village - Barley Lane (C584) - Barley - (Barley Lane, Beck Side, Pendle Row, Pendle View). Various external factors, including local businesses/commercial establishments/tourist parking, remove over half of the normally available parking space for a significant period of time when residents are wishing to park.



Appendices

Appendices 'A' - 'B' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Draft Order
Appendix 'B'	Plan

Consultations

Formal consultation was carried out between 13 January 2023 and 10 February 2023 and advertised in the local press. Notices were displayed on site for all areas where new 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.

Following the end of the consultation twenty-five pieces of correspondence were received in support of the proposal along with one objection in relation to parking on behalf of the local public house.

Objections

An objection was received on behalf of the local public house stating that the public house is an integral part of the fabric of the village and provides a focal point for both locals and visitors with six overnight bed and breakfast rooms, which are busy all year around and it employs approximately twenty-six staff, making it the biggest employer in the village.

The objector requests that consideration is given to offering the Barley Mow at least one dedicated parking space for drop off and pick up at the public house and more importantly the ability for those people with mobility issues the ability to park outside the door.

In addition, the objector believes that the proposal is contrary to part 45, section 3, b) of the Traffic Regulation Act 1984, as the objector does not consider that the draft order does give reasonable access to the premises (The Barley Mow).

Officers Comments

Officers believe that the objection refers to Section 45 (3)(b) of the Road Traffic Regulation Act 1984 as there is no Traffic Regulation Act 1984. In accordance with the relevant legislation due consideration was given to the possible requirements of the owners and occupiers of adjoining properties including the Barley Mow public house. The introduction of a Limited Waiting 3 Hours No Return Within 1 Hour parking bay situated on the public highway directly to the frontage of the Barley Mow public house was designed and proposed to address this issue.

The extent of the parking bay is 17metres in total, providing space for more than one standard sized vehicle and there is also an extensive public car park within the area.



The limited waiting parking bay which is being proposed allows for drop off and pick up at the public house and the ability for those people with mobility issues to park outside the door and therefore provides reasonable access to the premises whilst maintaining the free movement of traffic. It is noted that there is also alternative parking in the neighbourhood.

Officers recommend the proposed measures are implemented as advertised.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order along with new signs and lines will be funded from the 2023/24 Highways budget at an estimated cost of £15,000.

Risk management

Road safety may be compromised should the proposed restrictions not be approved.

List of Background Papers

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

