

ORIGINATING DIVISION: HIGHWAYS AND TRANSPORTATION
CAPITA

REPORT TO: BLACKBURN WITH DARWEN BOROUGH COUNCIL
PLANNING AND HIGHWAYS COMMITTEE

DATE: 21st January 2016

TITLE: OBJECTION – PROPOSED TRAFFIC REGULATION
ORDER RAYNOR STREET (BACK NEW PARK STREET)

WARD: WENSLEY FOLD

COUNCILLORS: DAVE HARLING
MOHAMMED KHAN
QUESIR MAHMOOD

1.0 PURPOSE OF THE REPORT

The purpose of the report is to advise the Committee of the receipt of 1 letter of objection to proposed Traffic Regulation Orders for:-

Raynor Street (Back New Park Street), Blackburn

2.0 BACKGROUND

The background in the report submitted to Senior Policy Team (SPT) on 17th June 2015 in respect of these proposals was as follows:-

The council has received a number of complaints regarding the parking situation in Raynor Street, the back street behind New Park Street.

It has been claimed that the street is being continually blocked by non-residents parking along the street all day thus generally obstructing access to New Park Street. The consultation was undertaken to ascertain whether or not residents considered this to be a problem and to assess the level of support for possible solutions.

The consultation indicated that the majority of residents considered that the current parking situation is causing them a problem and that their preferred option is to extend the current Residents Only parking Scheme into Raynor Street meaning that only permit holders would be able to park there. Two other options were suggested but did not gain any support. These were:-

- Introduce waiting restrictions during working hours, i.e, a single yellow line. This would prevent daytime parking but leave the area free in the evening for residents to park.
- Introduce waiting restrictions all day, i.e. a double yellow line. This would prevent all parking in the back street.

A total of 19 consultation forms were delivered and there were 7 responses, all indicating that Residents Only Parking was their preference.

3.0 DETAIL

Approval to advertise this proposed Traffic Regulation Order was given at the Regeneration SPT meeting in June 2015 and this was advertised on 5th November 2015. Following advertising, an email of objection was received in respect of the proposed order.

The objector, a resident of New Park Street, begins by explaining his understanding of the proposed order as follows:

'Firstly, you wish to extend the existing Residents Only Parking Scheme to now include (both the East & west sides of) Raynor Street.

Secondly, you wish also to extend the existing Residents Only Parking Scheme to now include the East side of New Park Street as well'

In this respect, the only proposed change to the existing scheme is the inclusion of Raynor Street as Point 1 above; the proposal does not include any changes to the parking restrictions on New Park Street as suggested in Point 2.

The email lists names of other residents who he claims also object to the scheme, however no objections have been received from these residents. Indeed, at least 3 of the persons named on the list which the objector includes with his email as being residents who also strongly object to the proposal, voted in favour of the scheme when the pre consultation was carried out.

The objector states that there are more permits issued than there are spaces for vehicles and that the excess vehicles are displaced elsewhere causing problems in those areas. He cites that commuter vehicles parked carelessly cause obstruction to garages at the rear of New Park Street and cause damage to grass verges. He also complains that vehicles belonging to students and office workers are parked up all day in Raynor Street / back New Park Street. He suggests that an alley gate would be a possible solution to the problems in Raynor Street (back New Park Street).

In response to the above, the extension of the Residents Parking Scheme to include Raynor Street (back New Park Street) was proposed in order to create more parking spaces for permit holders and to resolve the problems of commuter parking and instances of obstruction of garages and back street. The objector has already had a request for an alley gate declined by the Community Safety Team who explained to him that *'...The primary reason for installing alleygates is in response to high levels of crime and anti-social behaviour and we would not install them to reduce commuter parking. There are other, more appropriate solutions available for this.....'*

The objector also complains of various other matters, such as vehicles parking on double yellow lines waiting for students to come out of the School of Music, which are not relevant objections to the proposal.

4.0 IMPLICATIONS

Customer	Amenity
Financial	The costs of implementing the scheme will be met from the traffic budget
Anti-poverty	None
Crime and Disorder	None

5.0 RECOMMENDATION

It is recommended that the Committee recommends that the Executive Member support the officer recommendations that:-

- the objections are overruled.
- The proposed Traffic Regulation Order is made as detailed in the schedule.
- The objector is informed of the decision.

6.0 BACKGROUND PAPERS: Email of objection
SPT report from June 2015

7.0 CONTACT OFFICERS: Gina Lambert

8.0 DATE PREPARED: 6th January 2015