

Report of	Meeting	Date
Director of Partnerships, Planning and Policy (Introduced by the Executive Member for Homes and Business)	Executive Cabinet	22 November 2012

TRIAL RE-OPENING OF MARKET STREET AND NEW PARKING LAYOUT FOR ST GEORGE'S STREET

PURPOSE OF REPORT

- To update Members on proposals for the trial re-opening of Market Street and new parking layout for St George's Street, summarise the main points from the consultation process and to seek approval to progress the schemes through to delivery as outlined in paragraphs 14, 15, 17 and 18 of this report.

RECOMMENDATION(S)

- That the proposals for the trial re-opening of Market Street and new parking layout for St George's Street are progressed through to delivery as outlined in paragraphs 14, 15, 17 and 18 of this report, with approval of any scheme amendments being delegated to the Executive Member for Homes and Business.
 - To note the reversal of a decision in relation to the St George's Street Management Proposal in relation to an aspiration to reduce the impact of cars in the Conservation Area.

EXECUTIVE SUMMARY OF REPORT

- The trial re-opening of Market Street and a new parking layout for St George's St were projects identified, along with other initiatives, by the Town Centre Team to kick-start the town centre. This report presents the proposals, summarises the main points from the consultation process, and considers possible amendments to the schemes in order to progress them through to delivery.

Confidential report Please bold as appropriate	Yes	No
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Key Decision? Please bold as appropriate	Yes	No
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Reason Please bold as appropriate	1, a change in service provision that impacts upon the service revenue budget by £100,000 or more	2, a contract worth £100,000 or more
	3, a new or unprogrammed capital scheme of £100,000 or more	4, Significant impact in environmental, social or physical terms in two or more wards

REASONS FOR RECOMMENDATION(S)

(If the recommendations are accepted)

4. These schemes will help to revitalise the top end of Market Street and Chorley Town Centre, provide additional parking which in turn will attract more shoppers and boost trade in the area.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5. None

CORPORATE PRIORITIES

6. This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all		A strong local economy	✓
Clean, safe and healthy communities		An ambitious council that does more to meet the needs of residents and the local area	

BACKGROUND

7. Following the findings of the Portas Review (an independent review by Mary Portas in to the future of our high streets, December 2011) a Town Centre Team was established for Chorley in Spring 2012. The trial re-opening of Market Street and a new parking layout for St George's St were projects identified, along with other initiatives, by the Town Centre Team to kick-start the town centre. Since the pedestrianisation of Market Street, shopkeepers have maintained that their trade has suffered. Furthermore, both shoppers and traders believe there is insufficient car parking in Chorley Town Centre.

PROPOSALS FOR THE TRIAL RE-OPENING OF MARKET STREET AND NEW PARKING LAYOUT FOR ST GEORGE'S STREET

8. The Design and Engineering Services at Pendle Borough Council were appointed to design a workable scheme to re-open Market Street to vehicles. The consultation plan for the trial re-opening of Market Street is contained in Appendix A; and aims to:
 - Provide vehicular access in one direction (going from north of Market St to south of Market St) with the provision of parking (including disability bays) in a herringbone layout, provision for delivery vehicles, and restricted provision for heavy goods vehicles to exit from Fazakerley St and Chapel St.
 - Treat pedestrian safety as a priority with the use of signage, raised table crossings and planters.
 - In recognition of a trial project, provide a low specification scheme with no major work such as zebra crossings.
 - Support the revitalisation of this area with some basic public realm improvements including planters and floor surfaces.
9. The plans for re-opening Market Street have been prepared with the full involvement of officers from Lancashire County Council to ensure that any proposal addresses the highway's requirements of Lancashire County Council, as the Highway Authority, but also to ensure that any proposed highway's works within the vicinity of the scheme, including plans for the southern end of Market Street, integrate with and are compatible with the proposal.

10. The trial is proposed for 12 months, and periodic monitoring and evaluation will be undertaken, with qualitative feedback from town centre stakeholders including shoppers, residents and traders, and quantitative analysis of footfall surveys, pedestrian and vehicle flows and parking usage.
11. Pendle Borough Council were also commissioned to provide a herringbone parking scheme to introduce additional parking on St George's Street, and the consultation plan is contained in Appendix B. Whilst the Management Proposal for the Conservation Area aims to reduce the impact of cars, liaison with the Senior Planner (Conservation) maintains that some additional parking provision in St George's Street, in a herringbone layout, would not detrimentally affect the character of the area.

CONSULTATION PROCESS AND SUMMARY OF MAIN POINTS

12. Consultation on the proposals commenced on Monday 15th October and closed on Friday 2nd November. The proposals were on display at the Ground Floor of the Civic Offices, Union Street, Chorley. Two staffed open days were held on Friday 19th October and Tuesday 23rd October from a gazebo situated outside 3 Fazakerley Street. All occupiers at the Market Street and St George's Street locations were written to directly. The Equality Forum was approached for their feedback. The schemes were also promoted in local newspapers, on the Chorley Council web site and a live discussion on twitter.
13. A total of 89 responses were received specifically on the re-opening of Market Street; with 79% (70/89) in favour and 21% (19/89) against. Respondents in favour thought that the trial would revitalise the area and help to support businesses and shoppers by the convenience of parking nearby.
14. The table below shows the consideration of the main points and other points raised against the scheme.

<u>Main Points Against</u>	<u>Response and Action</u>
Creates a short cut/rat-run for vehicles, a particular concern for residents of Park Road.	This issue has been raised with highways engineers at both Pendle Borough Council and Lancashire County Council, both of which maintain that with the use of signage, raised table crossings, bollards and planters (to restrict the carriageway width) that traffic speeds will be at a minimum. Action - Vehicle flows will be monitored as part of the trial.
Fear of accidents and road safety issues in this currently pedestrian-friendly environment.	Pedestrian safety has been treated as a priority with the retention of pavements, the use of signage, raised table crossings, a pedestrian crossing point and planters. Action: Road safety will be monitored as part of the trial.
Not suitable for people with visual impairments or those with scooters/wheel-chairs.	Action - Where possible, the scheme will be amended as follows: <ul style="list-style-type: none"> • Use of tactile paving (preferably in buff colour) at entrances to the raised table crossings. • Use of tactile paving (preferably in buff colour) on the pavement at the pedestrian crossing point. • Remove bollard at the east end of the pedestrian crossing point to allow access for scooters. • Provision of new bollards in a black colour which provides a better contrast with the fluorescent yellow top. • Provide fluorescent yellow edging on the corner

	<p>of planters.</p> <ul style="list-style-type: none"> Remove parking space to the left, at the west side of the pedestrian crossing point so that guide dogs can see for on-coming traffic. Re-assess location of disabled parking bays.
<u>Other Points Against</u>	<u>Response and Action</u>
Shopping areas should be traffic free.	Action – Feedback from shoppers will be monitored as part of the trial.
The scheme will create a ‘bottle-neck’ at the Junction of St George’s St/Market St	Action - Vehicle flows will be monitored as part of the trial.
Cost implications versus benefits.	To retain costs at a minimum a low specification scheme has been provided. Action – The benefits of the scheme (such as increase in shoppers and trade etc) will be monitored as part of the trial.
Exhaust pollution on Park Road in particular.	Action - Vehicle flows will be monitored as part of the trial.
Increased traffic flows and congestion on routes into Market Street.	Action - Vehicle flows will be monitored as part of the trial.
Herringbone parking is hazardous for motorists with vehicles reversing out on to on-coming traffic and pedestrians	Highways engineers at both Pendle Borough Council and Lancashire County Council consider the herringbone parking design as an acceptable standard. Action - Road safety will be monitored as part of the trial.
Restrictive facilities for loading/unloading (from 1 business on east side of Market Street)	Action – Feedback from businesses will be monitored as part of the trial scheme.

15. The table below shows other feedback.

<u>Other Comments</u>	<u>Response and Action</u>
Provision for motorcycle parking.	Action – Where possible, the scheme will be amended to provide for motorcycle parking.
Provision of long-stay parking after 6.30pm to support the evening economy.	Action – Where possible, the scheme will be amended to provide long-stay parking after 6.00pm (for consistency with other designated areas).

16. A total of 70 responses were received about the new parking layout for St George’s Street; with 79% (55/70) in favour and 21% (15/70) against. Respondents in favour liked the extra parking provision, the space efficiency of a herringbone scheme, and the convenience of parking near to the shops.

17. The table below shows the consideration of the main points and other points raised against the scheme.

<u>Main Points Against</u>	<u>Response and Action</u>
A significant number of responses from businesses on St George's St and Chapel St were made regarding the negative effect the scheme would have on delivery and collection processes.	Action – A separate meeting will be held with the businesses, with the scheme amended accordingly.
<u>Other Points Against</u>	<u>Response and Action</u>
Angled parking detracts from the public realm	The Senior Planner (Conservation) has been consulted, a herringbone layout would not detrimentally affect the character of the area.
Pollutants in a Conservation Area	It is not anticipated that there will be a significant increase in pollutants.
Herringbone parking is hazardous for motorists with vehicles reversing out onto on-coming traffic and pedestrians.	Highways engineers consider the herringbone parking design as an acceptable standard.
Concerns about buses being held up by cars, and possible re-routing of buses.	Highways engineers consider that the bus service should not be unduly affected. Through the Town Centre Team, Stagecoach have been consulted and have raised no objection.
Will buses be able to cope with the width of the road?	Highways engineers have provided a workable scheme.

18. The table below shows other feedback.

<u>Other Comments</u>	<u>Response and Action</u>
Signage needed to make on-coming traffic aware of traffic reversing out of diagonal bays.	Action – Where possible, the scheme will be amended with caution signage.
Provision for motorcycle parking.	Action – Where possible, the scheme will be amended to provide for motorcycle parking.
Provision of trees to reduce the impact of cars.	Action – Where possible, the scheme will be amended to provide trees.

BUDGET ESTIMATE

19. Funded from the Town Centre Reserves, the budget estimate for delivering the proposals is £47,000, as follows:

- Trial re-opening of Market Street (inc monitoring and evaluation) £42,000
- New parking layout for St George's Street £5,000

IMPLICATIONS OF REPORT

20. This report has implications in the following areas and the relevant Directors' comments are included:

Finance	X	Customer Services	
Human Resources		Equality and Diversity	X
Legal	X	Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	

COMMENTS OF THE STATUTORY FINANCE OFFICER

21. It is proposed to wholly finance the cost implications of the re-opening of Market Street and the new parking layout for St George's St from the town centre reserves. There is sufficient budget in the town centre reserves, having accounted for current and other planned expenditure.

COMMENTS OF THE MONITORING OFFICER

22. Providing the correct legal procedure is followed, there are no direct legal implications.

COMMENTS OF THE HEAD OF POLICY AND COMMUNICATIONS

23. Consultation on the recommendations of this report and design of the scheme has included people who may be adversely affected, such as disabled people. This consultation included highlighting the proposals to the Equality Forum and inviting their comments. The report sets out how the views of people with protected characteristics have been taken into consideration.

LESLEY-ANN FENTON
DIRECTOR OF PARTNERSHIPS, PLANNING AND POLICY

There are no background papers to this report.

Report Author	Ext	Date	Doc ID
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