

STATEMENT OF REASONS

PROPOSED EXPERIMENTAL AMENDMENT (NO.112) TO THE CIVIL ENFORCEMENT AND CONSOLIDATION ORDER 2015 – PRESCOT TOWN CENTRE AREA PARKING MANAGEMENT SCHEME, VARIOUS ROADS, PRESCOT

Over a prolonged period, concerns have been raised with the Council over problematic non-residential parking throughout the Prescot Town Centre area. Some of these concerns have been addressed historically via the introduction of several permit holder only parking schemes, where the operative hours tend to vary in keeping with the circumstances at the time.

Recent investment in Prescot Town Centre has seen an increase in the number of bars and restaurants trading in the area, along with the opening of the Shakespear North Playhouse, which has helped boost the local nighttime economy, such that more people are now visiting the area of an evening. As a result, the Council has been receiving an increased number of complaints regarding inappropriate parking, occurring of an evening or overnight, in the vicinity of residents' homes.

These parking problems are generally caused by and associated with staff and visitors to Prescot. This parking has been reported to cause obstruction and access difficulties, as well as having a negative impact on road safety and residential amenity.

It is therefore proposed that numerous roads, as set out in the associated report, and shown in plan PT/TM/6544A, will become permit parking areas at all times, where all existing schemes in the area, currently operating under lesser restrictions, will also be upgraded to permit holders only, at all times. In doing so, any parking permit holders will also be eligible to park on neighbouring roads in the area, therefore accommodating overspill parking where some roads do not have sufficient capacity.

The proposed measures will be introduced on an experimental basis, which will enable Council officers to monitor the situation and resulting feedback for a period of up to six months before deciding whether or not to make the proposals permanent, make changes to them, or remove the restrictions in full or in part.

In addition to the proposed permit parking areas, where loading and unloading is problematic, loading restrictions will also be introduced.

Similarly, following requests from local businesses, it is also proposed to introduce a loading bay on Atherton Street. This will involve converting part of the existing parking layby into a loading bay operating from Monday to Saturday between the hours of 9am and 4pm, where the loading bay will be available to resident permit holders only at all other times.

An Experimental Traffic Regulation Order has a maximum permissible duration of 18 months. During this 18-month period, the experimental scheme will be closely monitored, and it could be varied, curtailed, or made permanent. It should be noted that the statutory procedures in making the order permanent would have to be followed including the consideration of any duly made representations.

In proposing to exercise these powers, regard has been made by the Council as Highway Authority to its duty under Section 122 of the Road Traffic Regulation Act 1984. In so doing, it is considered that the proposed Traffic Regulation Order will secure the expeditious, convenient, and safe movement of vehicular and other traffic, including pedestrians and secure access to adjoining business premises.