

Leyland Town Centre Improvement Scheme

Phase 1

Statement of Reasons:

South Ribble Borough Council is prompting the transformation and improvement of Leyland Town Centre.

The aims are to create a new vibrant heart to the town and a business hub development incorporating workspace, events and skills including dedicated office accommodation.

Phase 1 of the scheme includes the relocation of an existing car park on Ecroyd Street and the construction of new dwellings.

These works are being pursued as part of a Section 278 agreement under the Highways Act 1980 associate with the Leyland Town Centre Improvement scheme.

The proposals include the following:

Ecroyd Street

- Introduction of No Waiting at Any Time restrictions, extending along both sides for its full extent. This measure is required to facilitate future commercial development resulting from the relocation of the existing market parking facility. The restriction will ensure the carriageway remains unobstructed for larger vehicles that will require access for servicing activities.
- Introduction of a raised junction table to encourage self-enforcement of the speed limit, thereby enhancing highway safety for all users, improving pedestrian safety, and reducing the impact of additional traffic generated by the new development.

Quin Street U5734 (existing extent)

- Introduction of No Waiting at Any Time restrictions at both junctions of Quin Street—at John Street and at Hough Lane, and along the eastern side of Quin Street. The restrictions are intended to accommodate a new footway on the eastern side of Quin Street and resident parking bays on the western side, whilst maintaining clear access and enhancing visibility for vehicles at both junctions
- Amending the extent of the No Waiting restriction on the western side of Quin Street to facilitate the provision of new permit holders parking and ensure the restriction aligns appropriately with the revised highway layout.

- Extending the hours of the No Loading restrictions at its junction with Hough Lane, to prevent service-related parking during the town centre's peak operating period and ensure clear access and improved visibility at the Quin Street junction.
- Introduction of an additional 6 properties to the eligibility list of residents able to purchase permits for zone 1
- Introduction of a continuous permit holders only bay to accommodate additional vehicles resulting from the new residential development on the north-western side of Quin Street. This amendment ensures the parking provision appropriately supports the available residential parking within zone 1.
- Removal of the existing residents parking bay on the western side of Quin Street and a reduction in the length of the residents parking bay on the eastern side, both at the Hough Lane junction, to support the revised road layout and ensure continued provision for two-way traffic.
- Extension of the hours of operation of the existing residents parking and limited waiting bay on the eastern side of Quin Street at the Hough Lane junction to align with the timings of nearby restrictions.

Quin Street (North Of John Street – new extent)

- Introduction of No Waiting at Any Time restrictions along the entire length of this new, limited-width section of Quin Street. This measure will maintain safe and unobstructed access to the adjacent off-street parking bays, which will remain unrestricted.

REASONS UNDER Section 1 of the RTRA

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- (f) for preserving or improving the amenities of the area through which the road runs