

## STATEMENT OF REASONS

### Chorley

#### **(Back Lane, Clayton-le-Woods – Town Brow, Clayton-le-Woods – Sheep Hill Brow, Clayton-le-Woods – Horrobin Lane, Rivington – Rivington Lane, Rivington – Sheep House Lane, Rivington)**

"The purpose of the order is to introduce traffic controls that are considered appropriate to assist in the avoidance of danger to persons or other traffic using these roads or for preventing the likelihood of any such danger arising and to facilitate the safe passage on these roads of any class of traffic, including pedestrians.

The measures being proposed would:-

Facilitate the passage of vehicles along on the road and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads".

### Fylde

#### **(East Beach, Lytham – The Crescent, St Annes)**

"The purpose of this proposed order is to preserve and improve the amenities of the area through which the road runs by providing facilities for disabled drivers".

#### **(Chapel Walks, Kirkham)**

"The purpose of this proposed order is to extend an existing advisory Disabled parking bay to measure 6.6 metres in order to create and formalise the bay enabling enforcement."

#### **(North Promenade, St Annes – Todmorden Road, St Annes)**

"The purpose of this proposed order is to for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".

#### **(Westgate Road, St Annes)**

"The purpose of this proposed order is to extend the No Waiting At Any Time restriction along the west side of the carriageway to remove obstructive parking and assist with the general movement of traffic along the road and at its junction with other roads and to clarify, simplify and tidy up a selection of traffic orders that have been identified in the area

## **Lancaster**

### **(Emesgate Lane, Silverdale)**

"Emesgate Lane outside the Coop is subject to high levels of parking demand especially during the peak tourism season.

The Parish council and local county councillor are concerned about the viability of the village store if loading/ unloading cannot be carried out when required during the morning. Due to its rural nature the nearest other convenience stores are located several miles away in Carnforth and Milnthorpe.

Attempts have been made by the store staff to place temporary cones but these have been removed and ignored by drivers. Therefore the county council has agreed to proceed with a Traffic Order which will enable the introduction of a loading bay.

The store manager has confirmed that a restriction between 7am and 9am would assist their operation however to ensure that provision can be made for late deliveries and the option for use by nearby businesses the proposal is to extend this period to 10am."

### **(Hadrian Road and Macdonalds Access Road, Morecambe)**

"Hadrian Road is a residential access road which includes a separate access from a fast food Drive Thru restaurant. Following construction of the Bay Gateway the revised layout has created a parking issue where visitors to the drive thru park their vehicles on the access road creating an amenity issue for the local residents.

The proposals were agreed by the Bay Gateway project team during their consultations and following representations by the Local Divisional Councillor but the supporting traffic orders were not advertised at the time. This proposal introduces the supporting Traffic Orders".

### **(Moor Gate, Lancaster)**

"The restriction is proposed following reports of vehicles obstructing the crossing points for the footway along East Road which are used heavily by school pupils accessing the Lancaster Grammar School Campus. The obstruction also prevents bus access to the bus stop on Moor Gate".

### **(Morecambe Road, Morecambe)**

"The council has received a number of enquiries relating to concerns about road safety due to parking near the junction of Morecambe Road with the Bay Gateway. Site visits and monitoring has confirmed that HGV's and staff from the Drive thru takeaway at the junction park regularly on the road causing visibility and traffic merging problems through the junction.

Following local representations by the Divisional County Councillor and approval by relevant officer at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time and no loading at any time restrictions covering both sides of the road to address the observed problems".

### **(A6 Greaves Road, Lancaster – Belle Vue Terrace, Lancaster)**

"The council has received a number of enquiries and reports from local councillors relating to concerns about road safety due to parking on Belle Vue Terrace. Site visits and monitoring has confirmed that regular long term parking occurs at the junction causing visibility and egress issues and problems for cyclists, pedestrians and vehicles.

There is currently a H-bar marking covering the dropped kerb on the main A6 footway but this does not protect the full junction. In addition to the vehicular access/ egress issue the parking causes safety concerns for vulnerable road users including pedestrians and cyclists travelling along Belle Vue Terrace which does not have any footways and is used as a shared space with vehicles.

Following local representations by residents and councillors and support in principle at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time covering the junction of address the observed problems".

### **(Moor Gate, Lancaster)**

"The council has received a number of enquiries relating to concerns about road safety due to parking near the junction of A6 Slyne Road with St John's Hospice. Site visits and monitoring has confirmed that regular long term parking occurs at the junction causing visibility and egress issues and problems for cyclists using the A6.

There is currently a double white centre line system that does allow police enforcement of parking but this rule is not commonly understood by motorists and the restriction does not generally offer self-enforcement.

Following regular local representations by the visitors Hospice and the Police and support in principle at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time covering both sides of the road to address the observed problems".

## **Preston**

### **(Hartley Street, Preston – Chandler Street, Preston – Edward Street, Preston)**

"The purpose of this proposed order is to clarify, simplify and tidy up a selections of traffic orders that have been identified in the Preston area. The orders are to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary."

### **(Earl Street, Preston)**

"The purpose of this proposed order is considered appropriate to assist with improving the general amenities of the area through which the road runs by providing a dedicated Loading Bay which will assist with the operations of the adjacent, Market Businesses, by providing a controlled area for larger delivery vehicles to be loading / unloaded."

## Ribble Valley

### **(Clitheroe Road (B6478), Waddington -Waddow Grove, Waddington)**

"The purpose of this proposed order is to clarify, simplify and tidy up a selections of traffic orders that have been identified in the Ribble Valley area. The orders are to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary."

## South Ribble

### **(Brierley Road, Walton Summit)**

"The purpose of this proposed order is for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".

## West Lancashire

### **(Greenhey Place, Skelmersdale)**

"Residential Disabled Bay No longer required due to the relocation of the mobility shop."

### **(Derby Street, Ormskirk)**

"The proposed restrictions on Derby Street are considered appropriate to improve an important access into/out of Bath Springs for emergency service and larger delivery vehicles, thereby avoiding danger to persons or other traffic using the roads, or by preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians".

The proposed controls will:

- Remove obstructive parking and improve the general movement of traffic along the roads and assist with turning manoeuvres at the junctions;
- Improve driver's sightlines at the junctions and forward visibility along the road;
- Improve access for deliveries to the area and adjacent residential properties;
- Improve Road Safety.