

Report to the Cabinet

Meeting to be held on Thursday, 5 October 2023

Report of the Director of Highways and Transport

Part I

Electoral Divisions affected:
Accrington West &
Oswaldtwistle Central;
Brierfield & Nelson West;
Burnley Central East; Burnley
Central West; Burnley North
East; Burscough & Rufford;
Great Harwood, Rishton &
Clayton-le-Moors; Hoghton
with Wheelton; Lancaster East;
Mid Rossendale; Nelson East;
Padiham and Burnley West;
Pendle Central; Pendle Hill;
Pendle Rural; Penwortham
West; Preston City; Preston
East; Preston South West;
Ribble Valley South West;
Rossendale South; South
Ribble West; Wyre Rural East;

Corporate Priorities:
Delivering better services;

Various Parking Restrictions Burnley, Chorley, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre Areas 2023 No1 Order 202*

(Appendices 'A' to 'M' and 'A1' refer)

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Brief Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to introduce various parking restrictions in Burnley, Chorley, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre.



This is deemed to be a Key Decision and the requirements of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the proposals for new and existing restrictions on the various lengths of road as detailed within this report and as set out in the Draft Order at Appendix 'A1', for the reasons outlined in the Statement of Reasons at Appendix 'M'.

Detail

It is proposed to make a Traffic Regulation Order to address safety concerns in relation to both vehicles that are parked causing serious problems with regards to the safe movement of traffic and parking that obstructs driver's sightlines, impeding access and egress at junctions and access to some businesses.

Some of the measures are proposed to ensure access for emergency service vehicles, refuse collections and larger vehicles delivering to properties and accessing businesses.

The order further removes restrictions that are no longer required to provide additional unrestricted parking availability for local residents and consumers of the businesses in the area whilst still maintaining manoeuvring space at side road junctions.

The proposals are to introduce new restrictions in the districts of Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, South Ribble and West Lancashire whilst removing current restrictions that are no longer required.

The proposal also formalises restrictions that are currently on site and corrects inconsistencies that have been identified within current Orders in the districts of Burnley, Chorley, Lancaster, Pendle, Preston, Ribble Valley and Wyre as shown on the plans at Appendices 'B' to 'L' for the reasons outlined in the Statement of Reasons at Appendix 'M'.

Appendices

Appendices 'A' - 'M' and 'A1' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Draft Order
Appendix 'A1'	Modified Draft Order
Appendix 'B'	Burnley Area Plans
Appendix 'C'	Chorley Area Plans
Appendix 'D'	Hyndburn Area Plans
Appendix 'E'	Lancaster Area Plans



Appendix 'F'	Pendle Area Plans
Appendix 'G'	Preston Area Plans
Appendix 'H'	Ribble Valley Area Plans
Appendix 'I'	Rossendale Area Plans
Appendix 'J'	South Ribble Area Plans
Appendix 'K'	West Lancashire Area Plans
Appendix 'L'	Wyre Area Plans
Appendix 'M'	Full Statement of Reasons for all areas

Consultations

Formal consultation was carried out between 23 May 2023 and 23 June 2023 which included advertising in the local press and notices being displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions as currently indicated on site are proposed.

An error contained in the advertised proposals in the Draft Order at Appendix 'A' is as follows:

- Item (gg) of Schedule 3 States: Holland Avenue, Preston, both sides, from its junction with the centreline of Oswald Road for a distance of 7.5 metres in a north easterly direction.

This should state Holland Road not Holland Avenue. The correct road name appears clearly on the plan that was displayed on site and on the council's website and there have been no responses to the proposal to introduce restrictions in this area.

Legal advice is that the error would not prejudice anyone and therefore if the proposals are approved, it is proposed to amend the road name as shown in the Modified Draft Order at Appendix 'A1'.

Objections

As a result of the consultation, a number of items of correspondence were received in response to proposals in Burnley, Pendle, Preston, Ribble Valley and Rossendale.

The comments regarding the items in the proposed order are split into areas and detailed as follows along with the engineer's comments as they are relevant:

BURNLEY

Bull Street, Burnley – Drawing no. 23-24(1)/BU9-MB

The purpose of this proposal is to provide a suitable Loading area for larger vehicles servicing the businesses in the area.



Objections

One objection was received in relation to the introduction of the Loading Bay on the grounds that it would be of no benefit to any of the local businesses except one.

Points raised within the objection are as follows:

- The loss of the three Limited Waiting parking bays will take business away from the area as there would be even fewer places in town to park.
- The only business that would utilise the proposed loading bay would be the Big Window Pub once a week, on Tuesdays between 6am-7.30am.
- To change three parking bays into a loading bay so that a wagon can park there for 10 minutes would serve no purpose for the rest of the week as it would not be used by anyone.
- The current parking arrangements still enable deliveries to take place, even when cars are parked in the current bays, as there is already a 'No Parking' area in place behind the bays with a lowered pavement, enabling the draymen to deliver barrels to the delivery hatch.

The objector further states that they were informed that there are not enough residents living in the area to warrant a possible parking permit scheme. However, the population of town centre residents is increasing year on year with the problems residents have with parking getting worse, stating that currently there are 30 flats, housing many residents who already have difficulties finding somewhere to park.

Additional comments were received from the objector regarding the inconsistency with enforcement of the current 40-minute bays on Bull Street.

Officers Comments

A request for a goods vehicle loading bay to be provided on Bull Street, Burnley, was passed to Lancashire County Council and was discussed at the Burnley Traffic Liaison Meeting in August 2022. This meeting consisted of officers from Lancashire County Council, Burnley Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local businesses and residents.

The proposal included a goods vehicle loading bay in place of the existing limited waiting parking bay adjacent to the Big Window Public House. No objections were received to the informal consultation. Therefore, these proposals were included in the formal consultation for this Order.

Whilst it is noted that there is a single yellow line on the north-east side of Bull Street, this tends to be occupied by Blue Badge holders, leaving goods vehicles no alternative loading provision.

With consideration to the number of nearby businesses which may benefit from the loading bay, and the minimal reduction in existing parking provision, officers recommend the proposed measures are implemented as advertised.



If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

The comments regarding the enforcement of the current Limited Waiting Bays have been passed through to Lancashire County Council Parking Enforcement Team.

Marina View, Burnley – Drawing no. 23-24(1)BU14-MB

The purpose of this proposal is to ensure that unobstructed access can be maintained for the businesses and facilities in the area.

Objections

Two responses were received in relation to the proposed No Waiting at Any Time double yellow line restriction along Marina View on the grounds that although they understand the need to address parking related concerns, implementing such restrictions would have a profoundly negative impact on the residents and their daily lives.

Points raised within the objections are as follows:

- Most households in the apartments within the Marina View community own multiple cars.
- Currently, there is only space allotted for one car per household in the designated parking area. Restricting the parking further, would essentially penalise families for having more than one vehicle creating an undue burden on residents who rely on their cars for commuting to work, running errands, and attending to their daily responsibilities.
- Restricting parking in Marina View would not only affect residents but also impact visitors and businesses in the area. Visitors to the community, such as friends, family, or service providers, rely on accessible parking to reach their intended destinations.
- The four parking spaces at the top of Marina View are not practical as they are situated too far away for elderly relations and for workers who have to come to the apartments and houses at the opposite end of Marina View.
- Finding available parking spaces is already a considerable challenge and by implementing stricter restrictions will exacerbate the situation and leave residents with no viable alternatives.
- The implementation of these proposals will force residents to resort to parking farther away, potentially inconveniencing other neighbourhoods and contributing to traffic congestion as individuals search for parking spaces.

One objection further states that rather than imposing restrictions, alternative solutions need to be explored taking into account the needs of the residents and suggests the option of expanding the existing parking area or establishing designated parking zones nearby. The objector states that by considering these



alternatives a balance can be made between addressing parking concerns and ensuring the convenience and well-being of Marina View residents.

Additional comments were received from one of the objectors regarding the reasons the restrictions are being proposed and requesting advice on why what seems a draconian measure has been taken. The correspondent also requested information regarding the number of complaints and suggests that a resident's questionnaire could have been sent out regarding the parking before a decision was made.

Officers Comments

A request for double yellow lines to be provided on Marina View, Burnley, was passed to Lancashire County Council and was discussed at the Burnley Traffic Liaison Meeting in February 2021. This meeting consisted of officers from Lancashire County Council, Burnley Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local businesses and residents.

Although the original request included double yellow lines on both sides of Marina View for its full length, this was not supported by officers due to the likely need for some on-street parking for residents and visitors. Therefore, a reduced length of restriction was informally consulted on.

The proposal included double yellow lines along the full length on the east side of Marina View, and on the west side from its junction with Barden Lane for a distance of 47 metres and within the turning head. The proposal also included double yellow lines on the north side of Barden Lane at the junction with Marina View. During the informal process the proposals received two objections and two letters of support, with one requesting additional restrictions to those proposed. With consideration to the informal consultation responses, the proposal was taken forward to formal consultation.

Due to the nature of the vehicles which require access to the Marina for the transport of canal boats, as well as the additional parking requirements for residents, officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

St Johns Road, Padiham – Drawing no. 23-24(1)/BU7-MB

The purpose of this proposal is to ensure that road users can navigate this section of carriageway without obstruction and to improve visibility. Additionally, the daytime restriction will aid the vehicle movements of refuse vehicles carrying out their duties in the area.

Objections

Three objections were received from local residents on the grounds that although they acknowledge the road can be busy at school pick up and drop off times, they believe it does not cause congestion.



The objectors believe that the restrictions are being proposed without the slightest regard for residents stating that vehicles parking on the corners have never caused any problems over the last 30 years and this proposal will remove the ability for residents to park outside their homes.

The objectors state that the road has very little traffic and the school parking is only for around 10 to 15 minutes a day around 8.45am and 3.15pm, which does not affect bin collection with bins being emptied mid-morning.

One objection states that some years ago the same restrictions for the junction of Coronation Avenue and St Johns Road were proposed for safety reasons to protect sighting of traffic when exiting Coronation Avenue. Objections were made to these proposals at the time on the grounds of parking problems due to the proposed restrictions being too long and subsequently the proposal was shortened to the extent that they are currently on site.

The objector believes that these proposals are exactly the same as the original with the addition of two smaller corner markings. The correspondent believes that there are better ways to spend money improving health and safety on the roads in the local area by introducing restrictions in the following areas to prevent dangerous parking:

1. On Coronation Avenue, which is very congested, there is a very real danger of accidents occurring, bearing in mind that it tends to be used on the local school run.
2. On the bend on Hapton Road, which being 90 degrees, makes on-coming single file traffic only sighted at the last moment and even with caution this bend is quite difficult to negotiate.
3. On Hapton Road, St Johns Road and Cemetery Road, where parking on the bends appears to be becoming the norm and is getting worse.
4. Between Wheat Street and Coronation Avenue where cars invariably park all the way up to the junction.

Officers Comments

A request for additional parking restrictions to be provided on St Johns Road, Padiham, was passed to Lancashire County Council from Burnley Borough Council's refuse collection department and the divisional county councillor. This was discussed at the Burnley District Traffic Liaison Meeting in May 2022. This meeting consisted of officers from Lancashire County Council, Burnley Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local residents.

Whilst Lancashire County Council does not usually seek to introduce parking restrictions in residential areas, officers agreed that a limited proposal of parking restrictions would be necessary to allow access to the rear of properties 2 to 20 St Johns Road for recycling collection vehicles, as well as improved access for the local bus services around the bend further south down St Johns Road.



The original informal consultation included proposals for double yellow lines on the west side of St Johns Road on the bend outside no. 41 and 43, as well as a single yellow line on both sides around the access to Rear 2 to 20 St Johns Road between and opposite nos. 20 and 22. The proposal also included a revocation and reinstatement of the existing double yellow lines at the junction with Coronation Avenue. This proposal received an objection, and a further consultation was carried out with an amended proposal, which reduced the double yellow lines outside 41 by 5 metres. This amended proposal resulted in the objection being withdrawn and no further correspondence was received. Therefore, the amended proposals were taken forward to formal consultation.

The proposal is not linked to school parking issues or increased traffic during school peak times. However, the proposal may improve traffic movements during these times.

In response to the comments regarding the 90-degree bend on Hapton Road, a single yellow line has been present at this location for at least 14 years to assist with traffic movements and the proposal seeks to provide similar improvements on the bend on St Johns Road.

The requests for further measures on Coronation Avenue, Wheat Street and Cemetery Road fall outside the scope of the proposal to address the original concerns, however, will be investigated in line with current Service Offer guidelines and procedures.

With consideration to the potential benefit for improved access for refuse collection vehicles and improved traffic flow during these times, officers recommend the proposed measures are implemented as advertised.

Millbank Crescent, Burnley – Drawing no. 23-24(1)BU15-MB

The purpose of this proposal is to ensure unobstructed access to Millbank Crescent can be maintained. The proposed restrictions would also ensure that a pedestrian route could be maintained on the network which is currently being obstructed by parked vehicles.

Objections

Three pieces of correspondence were received in relation to the proposed double yellow line restrictions at the entrance to Millbank Crescent on the grounds that it will have a detrimental impact on what is already a difficult and unsafe situation.

The points raised within the objections are as follows:

- The proposals will not resolve the parking issues and will impact residents by moving the parking issue further into the estate from the straight road onto the T junction and the first bends on the estate causing blind spots for cars coming onto the estate.
- At present cars have to take care entering the estate and do drive slowly as they enter. If restrictions are introduced cars will speed onto the estate and will hit the T junction and bends at speed.



- At present, the risk to cars on both side of the entrance is damage to a car, however, moving this problem onto the estate where children play will cause a dangerous environment and risk harm to children.
- The issue at Millbank Crescent is predominately the Burnley General Hospital Staff using our residential estate as a car park. This is why the preference from most residents, especially to the front row of the estate, is residential parking as the solution.
- There are lots of families with babies and young children on the estate who struggle with prams, along with wheelchair users, who have to walk in the road due to parked cars.

Correspondence from East Lancashire NHS Trust has confirmed that the Trust has taken a proactive approach to meeting with residents to try and work through how best to solve the situation. However, the Trust can only invoke sanctions on those that have a valid car parking pass for the hospital car parks but chose to park on Millbank Crescent. What the Trust cannot do is capture the other members of staff as they are free to park wherever they choose.

Correspondence from the ward councillor requests confirmation on how old the criteria for a resident only parking scheme is and is it ever reviewed stating the following:

- It is all well and good saying "not more than 50% should have off street parking or the potential to form off street parking within the curtilage of the property" however, most houses have one off street parking space, and some have a two-car driveway. Although, depending on the size of the vehicle depends on whether the cars would fit and allow exit from them once parked.
- Fleetwood Road, also opposite Burnley General Hospital, has residents only parking and they have driveways.
- The local Police Community Support Officer, who has also attended several times and placed notices on cars, would also support residents only parking.

The correspondent also stated that the proposals should be reviewed and suggested the following:

- Meet with the residents and understand fully the problems in the area.
- Review the proposal, as this will almost definitely push all parking further into Millbank Crescent, making it difficult for prams and wheelchair users and unsafe for children playing.
- Revisit a residents permit to park system; this will alleviate all car parking problems if policed well.

The correspondent requested a meeting with the ward councillor, residents and estates and facilities from East Lancashire NHS Trust to discuss their concerns and the rationale why residents only parking would solve their issues.



Officers Comments

A request for parking restrictions to be provided on Millbank Crescent, Burnley, was passed to Lancashire County Council and was discussed at the Burnley District Traffic Liaison Meeting in April 2022. This meeting consisted of officers from Lancashire County Council, Burnley Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local residents.

The proposal included double yellow lines on the south-east side of the entrance road to Millbank Crescent. One objection was received to the informal consultation. With consideration to the responses received to the informal consultation, and the purpose of this proposal, the original proposal was taken forward to formal consultation.

Millbank Crescent has been assessed for a Residents Only Parking Scheme, however, does not meet the criteria set out in the current policy. Other existing residents parking schemes in the area would have been provided in accordance with the policies and procedures current at that time. Whilst residents have requested a meeting to discuss their concerns and this provision, this would provide no additional benefit or alter the previous outcome, which was based on the current countywide policy, introduced in January 2021.

Millbank Crescent has been designed to modern government standards with regards to the availability of parking provision and pedestrian access. Most properties have driveways with space to park multiple vehicles as well as a garage. Some areas of Millbank Crescent have been designed as a shared space with no footway provision, therefore there is an expectation that pedestrians will be using the carriageway. This has not resulted in any quantifiable road safety issue.

With consideration to the report of obstructed pedestrian access to Millbank Crescent, particularly for the mobility impaired, officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

Green Lane, Padiham - Drawing no. 23-24(1)BU10-MB

The purpose of this proposal is to ensure visibility of oncoming traffic can be maintained for vehicles exiting Waterside Mews onto Green Lane. The proposal also ensures that traffic flows can be maintained for the two-way traffic navigating Green Lane.

Comment

One piece of correspondence was received from a local resident raising concerns that the proposals would push cars to park on the opposite side of the road causing access issues and would cause other issues with traffic build up under the bridge, requesting that consideration be given to extending the proposals.



Officers Comments

A request for parking restrictions to be provided on Green Lane, Padiham, was passed to Lancashire County Council and was discussed at the Burnley Traffic Liaison Meeting in August 2022. This meeting consisted of officers from Lancashire County Council, Burnley Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local businesses and residents.

The proposal included double yellow lines from its junction with the centreline of Waterside Mews to a point 8.5 metres west of the projected centreline of Stockbridge Road. One response to the informal consultation was received which supported the proposal. Therefore, this proposal was taken forward to formal consultation.

The proposal seeks to address onward visibility concerns when turning from Waterside Mews onto Green Lane. The proposal also seeks to improve access along this road for the bus services which use this section of Green Lane as part of their route.

With consideration to potential improvement of visibility for highway users at the junction of Waterside Mews, officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

PENDLE

Gisburn Road, Barnoldswick Drawing no. 23-24(1)PE12-MW

The purpose of this proposal is to introduce new double yellow lines on Gisburn Road north of its junction with Brogden Lane and Greenberfield Lane. This is to address safety concerns of vehicles parking fully on the footway on the west side of Gisburn Road north of the junction, reducing visibility at the junction for drivers and pedestrians. The proposal will ensure better visibility at this junction by preventing vehicles from parking on the west side and also to prevent moving the vehicles to the east side close to the junction with Greenberfield Lane.

Objections

One objection was received to the proposals on Gisburn Road on the grounds that they accept that it can be a very difficult junction to proceed out of safely, but this is more to do with the speed and volume of traffic coming along Gisburn Road.

The correspondent also states that objections were raised regarding the building of the new housing estate on the grounds that the road infrastructure could not accommodate all the extra traffic that it would bring.

The stated reasons for the objections are detailed as follows:

- That there has been absolutely no regard for the existing residents who have had to endure months of heavy commercial traffic and lorries blocking the



road and taking up any existing parking which has now made parking an issue.

- There are eight houses on the row 229 - 243 Gisburn Road preceding the proposed restrictions which all have one to two cars. Previously, in addition to parking outside their own properties, parking was available on Greenberfield Lane and Brogden Lane which has now all been taken up with new homes and building work.
- This leaves the only alternative safe parking on the wide pavement where the restrictions are being proposed. If these proposals are introduced, it will leave absolutely nowhere safe for the longstanding residents of 229-243 Gisburn Road to park.

The objector also suggests that traffic calming measures should be installed in both directions leading up to the junction/crossroads of Gisburn Road, Greenberfield Lane and Brogden Lane and that the lines are marked around the corner of the junction to where Lane Ends Farm House meets 247 Gisburn Road allowing parking for the residents of 229-243 Gisburn Road.

Officers Comments

A request for double yellow lines to be provided was passed to Lancashire County Council and was discussed at the Pendle Traffic Liaison Meeting in September 2021. This meeting consisted of officers from Lancashire County Council, Pendle Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local residents.

The proposal included an extension of the existing double yellow lines on the west side of Gisburn Road from its junction with Brogden Lane for an additional 10 metres. The informal consultation received one objection and one request from the county councillor for the restrictions to be extended further and for additional restrictions to be provided on the east side north of the junction with Greenberfield Lane.

An amended proposal included an extension of the existing double yellow lines on the west side of Gisburn Road from its junction with Brogden Lane to a new length of 66 metres. The amended proposal also included double yellow lines on the east side of Gisburn Road north from its junction with Greenberfield Lane for a distance of 20 metres. The amended proposal did not receive any further objections during its informal consultation; therefore, these proposals were included in the formal consultation for this Order.

With consideration to the nature of Gisburn Road north of its junction with Brogden Lane, officers recommend the proposed measures are implemented as advertised.

Kingsley Road, Vernon Road and Sheridan Road, Colne Drawing no. 23-24(1)PE2-MW

The purpose of this proposal is to prevent parked vehicles causing an obstruction at the junctions with Vernon Road and Kingsley Road to allow service vehicles (refuse collection, emergency services, etc.) to access Sheridan Road. The proposal will



also prevent parking at strategic locations along Sheridan Road to allow emergency service vehicles to access their appliances effectively.

Objections

Two objections were received from local residents in the area relating to the proposed parking restrictions on Sheridan Road.

Both objectors state that they support the proposed restrictions around the corners on the grounds of access and safety. However, they object to the additional restrictions proposed on the grounds that visiting guests would not be able to park outside the properties, which will only add to the issues with finding a parking space within the area.

Officers Comments

A request for parking restrictions to be provided was passed to Lancashire County Council and was discussed at the Pendle Traffic Liaison Meeting in February 2022. This meeting consisted of officers from Lancashire County Council, Pendle Borough Council and Lancashire Constabulary. The meeting agreed that Lancashire County Council would carry out an informal consultation with local residents.

The proposal included double yellow lines on the corner of Kingsley Road and Sheridan Road, and on the corner of Sheridan Road and Vernon Road. The proposal also included two sections of double yellow lines on Sheridan Road at strategic locations incorporating existing driveways to allow refuse collection vehicles and emergency services to access their appliances with minimal impact on predicted parking behaviour. Seven responses were received to the informal consultation including six objections and one correspondence of support. With consideration to the responses received and the purpose of the proposed order, the proposal was taken forward to formal consultation.

Lancashire Fire and Rescue Service was consulted and supported this proposal following difficulties experienced when accessing the streets.

With consideration to the concerns over larger vehicles having difficulty navigating the corners of Kingsley Road, Vernon Road and Sheridan Road, officers recommend the proposed measures are implemented as advertised.

Wenning Street and Southfield Street, Nelson Drawing no. 23-24(1)PE7-MW

The purpose of this proposal is to introduce new parking restrictions on Wenning Street. This is to improve access into and out of Wenning Street from its junction with Southfield Street by preventing vehicles from parking obstructively, improving access for residents and delivery vehicles to local businesses. The proposal also introduces new parking restrictions on Southfield Street. This is to prevent parking close to the junction, improving access into and out of Pendle Industrial Estate for large vehicles.

Objections

One response was received in relation to the proposed restrictions at the bottom of Wenning Street objecting to the proposal without sorting the problem of the abandoned vehicles in the area.



The objector believes that if the restrictions are implemented, it will push the abandoned vehicles further up the street outside residents' properties, therefore leading to the residents having nowhere to park.

The objector suggests that residential parking is introduced as well as addressing the businesses that are abandoning the vehicles on the roads. The objector states that the parking issues have been going on for several years and that the residents of Wenning Street are all in favour of residents parking.

Supporting Correspondence With Comments

One item of correspondence supporting the restriction was received making the following further suggestions:

- To continue the double yellow lines around the corner from the west side of Wenning Street to the northside of Southfield Street by a few metres.
- To introduce a Prohibition of Waiting on the east side of Wenning Street as vehicles parking in this area are forcing pedestrians into the road next to a blind corner.

The correspondent also states that vehicles are frequently being parked on the corner blocking visibility for anyone driving east along Southfield or trying to turn right out of Wenning and on the south side of Southfield Street blocking the pavement and forcing pedestrians into the road.

Officers Comments

A request for parking restrictions to provide improved access for local businesses and emergency services on Wenning Street was passed to Lancashire County Council in April 2022 and was discussed at the Pendle Traffic Liaison Meeting in May 2022. The meeting agreed that Lancashire County Council would carry out an informal consultation with local residents and businesses.

The proposal included double yellow lines on the west side of Wenning Street to prevent parking and improve access for all vehicles at all times, and a single yellow line on Wenning Street to improve access for all vehicles during daytime hours whilst preserving some parking for residents overnight.

Responses were received requesting the following additional restrictions:

- Additional double yellow lines on Southfield Street near to the access road for Pendle Industrial Estate.
- Extension of the proposed double yellow lines on Wenning Street to cover the entrance to the industrial units to the rear of Valley Mills off Wenning Street.

An amended proposal was prepared which included double yellow lines on the south-west side of Southfield Street from the access road to Pendle Industrial Estate for a distance of 15 metres and double yellow lines on the north-east side for a length of 30 metres. The amendment also included additional double yellow lines to cover the entrance to the industrial units to the rear of Valley Mills off Wenning Street. Three responses were received to the informal consultation for the amended



proposal. These included requests for further parking restrictions on Wenning Street and Southfield Street, as well as a further request for a resident only parking scheme to be implemented to prevent the current parking issues being moved to in front of the residential properties. With consideration to the responses and the purpose of the proposal, the amended proposal was taken forward to formal consultation.

In relation to the respondent's reports of vehicles being abandoned, this issue can be handled appropriately either via the District Council or the DVLA if the vehicle has no valid tax or MOT.

This area has previously been considered for a resident only parking scheme; however, the outcome of the assessment was that this area did not meet the current criteria for this type of provision.

With consideration to the nature of Wenning Street, officers recommend the proposed measures are implemented as advertised.

If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

PRESTON

Alder Coppice and Miller Field, Preston Drawing no. 23-24(1)PR1-MC

Concerns have been raised by Preston City Council and residents regarding parking issues on the entrance to Alder Coppice and refuse vehicles having problems accessing the road with collections being missed and complaints being received from residents. Site visits carried out on different days and at different times of the day confirmed the concerns that had been raised by Preston City Council with a vehicle parking at the entrance to Alder Coppice on the majority of visits. To address the issue, the county council is proposing to introduce a No Waiting at Any Time restriction to remove obstructive parking and assist with the general movement of traffic along the road and at the junction whilst improving access for deliveries to the residential properties.

Objections

Three pieces of correspondence were received from local residents in relation to the proposals on Alder Coppice as detailed below:

Objection 1

Correspondence was received from a local resident on the grounds that the proposal is to put parking restrictions in an area that was constructed for overspill parking on the estate. The objector states that these parking bays are present throughout the estate and would have received planning permission at the time the estate was built.

The objector also comments that in May2022 they were informed that there had been a good safety record with no injuries reported in the last five years and that the proposed parking restrictions had been scrapped as a result of a democratic vote with the residents with nine votes against and five in support.



Objection 2

Correspondence was received from a local resident on the grounds that although they understand the frustrations of refuse collectors and delivery drivers trying to access the cul-de-sac and being unable to do so due to vehicles parked, they believe that the proposed restrictions will not alleviate the problem.

The correspondent states that although vehicles regularly park at the junction of Miller Field and Alder Coppice on the west side, in 23 years they have never seen anyone parking on the east side where the restrictions are proposed. In addition, vehicles park on Miller Field opposite the entrance to Alder Coppice on a daily basis, however, they note that there is no proposal to introduce restrictions in this area.

Objection 3

Correspondence was received from a local resident on the grounds that the proposals do not help alleviate the access to the top six houses on Miller Field near the pinch point. The objector states that the restrictions are needed on both sides or vehicles will just park on the opposite side that will restrict access even more.

Supporting Correspondence

Five items of correspondence in support were received from local residents stating that vehicles parking in this area cause very real and very obvious visual restrictions which is an accident waiting to happen. The correspondents state that on many occasions, there has been extreme near misses between cars and pedestrians and other road users such as cyclists.

The comments received from the correspondents are as follows:

- a) Vehicles leaving Alder Coppice are not able to see traffic coming down Miller Field due to vehicles regularly being parked at the entrance to Alder Coppice, restricting the exiting drivers view.
- b) Motorists are unable to see if anyone is coming from around the bend due to vehicles completely blocking any view.
- c) Delivery vans struggle to get past any vehicle parked at the entrance to Alder Coppice and have to enter on the pavement which is also dangerous and making the pavement crack and pushing the kerb stones out of place.
- d) Refuse lorries really struggle to get past the parked vehicles and on many occasions the bins have not been emptied due to this.

They also believe that in the event of an emergency a fire engine would struggle to enter Alder Coppice with possible serious consequences.

Officers Comments

The introduction of parking restrictions was considered following concerns raised by Preston City Council and residents regarding parking issues on the entrance to Alder Coppice and refuse vehicles having problems accessing the road resulting in missed collections.

Site visits carried out on different days and at different times of the day confirmed the concerns that had been raised by Preston City Council and residents, with a vehicle



parked at the entrance to Alder Coppice on the majority of visits causing obstruction for vehicles navigating the junction. To address the issue, the county council is proposing to introduce a No Waiting at Any Time restriction.

An informal consultation was undertaken with letters to all the residents at the start of the process which included proposals to introduce parking restrictions on Miller Field, opposite the entrance to Alder Coppice. Objections were received to the proposals; therefore, an amended proposal was prepared which removed the parking restrictions on Miller Field, opposite the entrance to Alder Coppice. The amended proposal did not receive any further objections during its informal consultation; therefore, these proposals were removed prior to the formal consultation of this Order.

The comments regarding the road's good safety record are noted, however although there are no recorded safety issues, officers are satisfied that the proposals are required to alleviate ongoing access issues and missed refuse collections. Officers confirm that this is an adopted highway and not a private road and the areas where the restrictions are proposed are not necessarily for the use of overspill parking.

The comments in both the informal consultation and responses to this formal consultation have been duly noted, however with consideration to the potential benefit for improved access for refuse collection vehicles and improved traffic flow during these times, officers recommend the proposed measures are implemented as advertised.

Restrictions on Miller Field near the pinch point by the top Six do not form part of this proposal, however, if the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

Birch Avenue, Preston Drawing no. 23-24(1)PR6-MC

Concerns have been raised by Preston City Council and the divisional county councillor on behalf of residents of Birch Avenue regarding parking issues and the refuse vehicles having problems accessing the road. Site visits carried out on different days and at different times of the day confirmed the concerns that had been raised with vehicles observed parking on Birch Avenue on the majority of visits. To address the issue, the county council is proposing to introduce a No Waiting Monday to Friday 8am – 5pm and No Waiting at Any Time junction protection restriction to remove obstructive parking and assist with the general movement of traffic along Birch Avenue and its junctions with other roads.

Additional Comment

Correspondence was received from a resident stating that Birch Avenue can clearly be considered as two separate sections (with a bend in the road) and that they were advised that there would be no restrictions where there was resident agreement.

The correspondent has requested the following information:

- If the issue is to allow vehicle access, would putting restrictions on one side of the road resolve the issue?



- According to the documents, officers visited the road on a number of occasions. Could you please let me know if both parts of the road were viewed and is there any photo evidence of this?

The correspondent also requests advice on what consideration has been made for the knock-on situation and the anticipated impact for other roads in the area.

Officers Comments

The introduction of parking restrictions was considered following the concerns that had been raised by Preston City Council and with the county councillor by residents who advised that there was support for the proposals. Site visits undertaken by Officers assessed the full length of Birch Avenue with dash cam footage being recorded, which confirmed the concerns that had been raised.

An informal consultation was undertaken with letters to all the residents at the start of the process and the conclusion of this was the majority of residents were in favour of the proposal. Therefore, these proposals were included in the formal consultation for this Order.

With regards to the possible knock-on effect on other roads in the area, there are a mixture of Limited Waiting 1 Hour No Return Within 2 Hours Monday-Friday 8am-6pm parking bays, along with No Waiting Monday-Friday 8am-6pm and No Waiting at Any Time parking restrictions located on Cottam Lane. However, if the proposal is approved and implemented, its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

Officers recommend the proposed measures are implemented as advertised.

RIBBLE VALLEY

Myerscough Road, Mellor Drawing no. 23-24(1)RV1-FS

The purpose of these proposals is to clarify, simplify and tidy the Traffic Regulation Order to ensure that the legal Order matches the markings that are currently on site allowing for effective enforcement.

Supporting Comments

Correspondence was received from the local county councillor on the grounds that although the proposals are supported, there has been a local perceived need for the existing double yellow lines to be extended eastward, on both sides of the road, toward the mini-roundabout and requests that these be considered again.

The correspondent also makes comments regarding the road names associated with this proposal as follows:

- On the associated map, the length of road north, from the mini-roundabout to the A59 Mellor Brook roundabout, is described as 'Myerscough Smithy Lane'.
- On the same map the A59 stretch shown and denoted as part of 'Mellor Brook Bypass', is Myerscough Smithy Road as regards that part. Eastward on A59, from the Mellor Brook roundabout, it becomes Longsight Road.



In addition, the correspondent requested clarification that the proposals on Myerscough Road are to formalise the existing double yellow lines that have been in place for some years and that enforcement visits will commence on Myerscough Road soon after the Order is made.

Officers Comments

The purpose of these proposals are to provide a Traffic Regulation Order for the double yellow lines that have been in place for a number of years without a corresponding order, to allow enforcement. If approved, the Order will be sealed and passed through to Lancashire County Council's Parking Enforcement Team to be added to their enforcement rota.

The comments regarding the road names on the plan are noted, however Officers confirm that for continuity, road names are always taken from the National Street Gazetteer. In this case although the road is locally known as 'Myerscough Smithy Road' and the 'A59', the stretch of road on the National Street Gazetteer is 'Mellor Brook Bypass'. In addition, the name of this road does not affect the legality of what is contained within the Order, as Mellor Brook Bypass/Myerscough Smithy Road is not mentioned or used as a reference within the Order.

Officers confirm that the request for reconsideration of extending the double yellow lines eastwards, on both sides of the road towards the mini-roundabout does not form part of this proposal. However, the request will be taken to the next Traffic Liaison Meeting for Ribble Valley which consists of officers from Lancashire County Council, Ribble Valley Borough Council and Lancashire Constabulary.

Officers recommend the proposed measures are implemented as advertised.

ROSSENDALE

Oaklands Drive, Rawtenstall Drawing No. 23-24(1)RO2-CH

The purpose of this proposal is to remove the potential for vehicles to park in an obstructive manner on this section of road. This will improve access for refuse collections, gritting waggons, sightlines and help to maintain the flow of traffic thereby increasing safety for all highway users.

Objections

One objection was received from a local resident on the grounds that the introduction of the restrictions will hinder the local residents who already have a problem with parking.

The objector states that most houses on Haslingden Road have more than one car and parking is already at a premium due to limited parking in the area. The objector adds that visitors to the local public house will also be affected with being unable to park.

The objector suggests that in order to allow gritting vehicles to pass along Oaklands Drive one of the footpaths should be removed to enable better parking. The objector also states that the gritter only has a problem when residents from higher up Oaklands Drive bring their vehicles down the hill during icy or snowy conditions.



Supporting Comments

One piece of correspondence was received from a local resident supporting the restrictions, however requesting that consideration be given to extending the restriction to limit parking on one side of the Road from Haslingden Road to Langdale Avenue.

The correspondent highlights the following concerns:

1. The bend on Oaklands Drive is longer than the proposed no parking restriction and limiting the restriction to 69 metres will only partially remove the problem of vehicles double parking along the bend. The proposed restrictions will still allow vehicles to park on both sides of the bend at this point.
2. The map does not show how the road is very steep and is a particularly dangerous hazard in wintertime. Doubled parked vehicles already severely limit the space available for vehicles to pass and especially difficult for vehicles which have to slow down / stop to allow vehicles coming down the hill to continue without skidding in winter.
3. Families with children in prams and buggies are already having to move into the highway as vehicles are often doubled parked on the footpaths. However, there would be insufficient room if vehicles did not park on the footpaths. The correspondent believes that the only solution is to limit parking to one side only between the main road and Langdale Avenue.
4. Doubled parked vehicles limit access for service vehicles especially gritters and fire engines.
5. The county council has already identified the problems with this very steep and bending hill and placed warning signs on the road about this being a gritting route and for drivers to park responsibly.
6. Recent development at the top of Oaklands Drive has added around another 30 houses all with at least two cars.

Officers Comments

Lancashire County Council has a duty of care for the adopted Highway, and part of that duty of care is to provide an essential salting/gritting service. If this service is impeded by vehicles parking in an inconsiderate or obstructive manner, the council will look to remove those inconsiderately parked vehicles by implementing parking restrictions to keep the access roads free from obstruction, not just for the gritters but for all vehicles wishing to use these roads.

The original request for parking restrictions was taken to the Rossendale Traffic Liaison Meeting and the options of providing double yellow lines on both sides of the road and extending the restriction further up Oaklands Drive were discussed. These options were not supported by officers at the Traffic Liaison Meeting as they were felt to be too extensive. The group decided to initially provide the proposed amount of restriction which would still allow a certain amount of on-street parking for residents but would also address the worst section of the obstructed area.



If the proposal is approved and implemented its effectiveness can be monitored and if necessary, re-assessed in the future for further restrictions in accordance with the current Service Offer and procedures.

The suggestion to remove one of the footways to enable better parking and allowing gritting vehicles to pass along Oaklands Drive are noted, however, officers confirm that this is not a viable option as this will place vulnerable road users and pedestrians in greater danger by forcing them into the carriageway.

Officers recommend the proposed measures are implemented as advertised.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2023/24 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

Road safety may be compromised should the proposed restrictions not be approved.

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		

