

Report to the Cabinet

Meeting to be held on Thursday, 8 February 2024

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
Burscough & Rufford;

Corporate Priorities:
Delivering better services;

**Lancashire County Council (Chancel Way, Burscough, West Lancashire)
(Revocation and Prohibition Of Waiting) Order 202***
(Appendices 'A' to 'C' refer)

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Brief Summary

Following investigations and formal public consultation it is proposed to introduce a Prohibition of Waiting restriction along Chancel Way, Burscough to prevent parking on part of the development link road close to the A59.

Recommendation

Cabinet is asked to approve the proposals for the introduction of double yellow lines along Chancel Way, Burscough as detailed within this report and as set out in the Draft Order at Appendix 'A' and Plan at Appendix 'B', for the reasons outlined in the Statement of Reasons at Appendix 'C'.

Detail

The Traffic Regulation Order as proposed is intended to remove obstructive parking impacting the junction of Chancel Way (which is private street) and A59 Liverpool Road South (which is highway). Parking through the bend system of Chancel Way is creating a localised bottleneck that detrimentally impacts the operational efficiency of the junction signals. This creates conflict and resultant safety concerns on the highway of the A59 and the private street of Chancel Way, which the county council is in the process of adopting as highway maintainable at public expense. As such the restrictions are required to ensure the junction operates efficiently and safely.



The restrictions are being proposed with the permission of, and funded by, the developer Redrow Homes which is the street manager for that section of Chancel Way.

Appendices

Appendices 'A' to 'C' 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 'B'	Plan
Appendix 'C'	Statement of Reasons

Consultations

Formal consultation was carried out between 13 July 2023 and 10 August 2023, with proposals advertised in the local press and notices displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents were posted on the council's website.

Objections

Three objections were received in response to the No Waiting at Any Time restrictions along Chancel Way, Burscough on the ground that whilst the proposed Traffic Regulation Order may resolve parking on the small stretch of road, it will have a knock-on consequence and create other more serious issues.

The objectors believe that if the proposals are implemented it will result in vehicles parking on the footway blocking safe access for pedestrians, especially wheelchair users and prams or vehicles parking further along the street or onto the A59 creating the same issues.

Objectors also raise that the proposal does not do anything to solve any of the issues related to excessive speeding on Chancel Way and Yew Tree Way, which they believe is worsening.

The objectors also state the following:

- That the straight nature of the road linking to an industrial estate is fraught with speeding, mixed with HGVs and residents living alongside.
- That several HGVs use this route as it goes to the industrial estate, however, the layout of the junction from Chancel Way to the A59 is not designed for HGVs as the turning space for HGVs is insufficient with lorries unable to turn without driving over the cycle boxes in the oncoming direction.
- That when HGVs exit Chancel Way turning left onto Liverpool Road South, they have to enter the cycle box on the opposite side of the road in order to turn causing a danger to cyclists. Additionally, when cars enter this box, they have to reverse to give the HGVs more space.



- That no measures have been proposed to safely enable pedestrians to cross Chancel Way anywhere despite the fact that the road crosses a public right of way and goes through a development of what will be over 500 residential properties and a park.
- The objectors believe this makes it dangerous to walk to the nearby industrial estate and park.
- That the filter light to turn right onto Chancel Way from Liverpool Road South is timed at the start of the green light (then turns off only allowing cars going straight on), meaning the junction is not clear when the lights go red, or more often that cars turn right on the red light and risk endangering pedestrians crossing.

One objector stated that despite the fact this road is not adopted, it was used by several hundreds of residents to access their homes and that numerous safety issues have been raised which they believe are the responsibility of the council.

Furthermore, the objectors all state that Chancel Way is not a well-designed road and needs more appropriate traffic calming measures in place and suggest placing traffic calming measures at various points along Chancel Way and neighbouring roads to create a more adequate solution to ensure safety for everyone.

Additional Correspondence

In addition to the objections, one item of correspondence was received requesting that the restriction is extended up to Yew Tree as they believe this was where the vehicles will end up parking if the proposal is implemented.

Officers Comments

Following the end of the formal consultation period officers reviewed the objections and fully considered the comments received as detailed below:

There is no logic to the proposals

The Traffic Regulation Order as proposed is intended to remove obstructive parking impacting the junction of Chancel Way (which is a private street) and A59 Liverpool Road South (which is highway). Parking through the bend system of Chancel Way is creating a localised bottleneck that detrimentally impacts the operational efficiency of the junction signals. This creates conflict and resultant safety concerns on the highway of the A59 and the private street of Chancel Way, which the county council is in the process of adopting as highway maintainable at public expense. As such the restrictions are required to ensure the junction operates efficiently and safely. They are being proposed and, if approved, introduced with the permission of and funded by the developer Redrow Homes which is the street manager for that section of Chancel Way.

The junction Design is flawed/turning space for HGVs is insufficient/HGV overrun the cycle waiting area

There is no deficiency in the junction design which is constructed to national standards and has been through a rigorous design and technical approval process including an independent safety audit. Nevertheless, following receipt of these objections Officers have undertaken additional observations of driver behaviour at the junction. No overrun of cycle waiting areas was witnessed with all vehicles,



including commercial vehicles, being observed to manoeuvre within the appropriate areas of carriageway. Observations however do indicate parking through the bend system causes operational problems.

Timing of the traffic lights is un-safe and Timing of the pedestrian crossing(s) at this junction is insufficient to cross the road

These concerns are not directly related to the proposed Traffic Regulation Order or the issue it is intended to address. However, the concern has been passed to the Traffic Signals team which intends to undertake a site investigation week commencing 8th January 2024.

There is no pedestrian crossing on Chancel Way or safe area for pedestrians to cross

This is not directly related to the proposed Traffic Regulation Order and the issue that it intends to address concerns a private street that is not highway. However, the Highway Service view with regards pedestrian traffic is that the main pedestrian desire line is at the road junction of Chancel Way with the A59 which has a pedestrian phase within the signals. This is the area that the parking restrictions seek to protect.

There is no other obvious desire line for pedestrian movements along Chancel Way which would support the need for a formal crossing point. Occasional pedestrian movements may cross at any given point, which is typical of foot traffic. There is a public right of way FP0818074 which crosses Chancel Way. However pedestrian traffic along public rights of ways are typically infrequent and sporadic. Movement along such a route is so limited that there would be little benefit in introducing a dedicated crossing facility at the location of the public right of way.

Reference is made by an objector to a park on the southern side of Chancel Way. However, this is inaccurate as the area is not a park but actually part of the area drainage system comprising drainage swales. This green area has no public access.

The Highway Service would not require the developer to provide a specific crossing facility in order to progress highway adoption of the street.

This will result in vehicles parking on the footway obstructing pedestrian access or parking on the A59

Vehicles currently park partially on the footway within the bend system, which is the area that the restrictions aim to clear of parked vehicles. Although this is not ideal it does not cause pedestrian obstruction as the footways along Chancel Way are 3m wide. Officers agree that some level of parking is likely to migrate to other locations should the restrictions be implemented. Nevertheless, this is considered preferable to the current safety issue, given it will be away from the busy road junction and the major A59 route. Clearly it is not possible to accurately predict where and how on street parking will take place. However, in reality footway parking is not uncommon and if undertaken considerably is not typically an issue, especially in areas where footways are so wide. In cases of actual obstructive parking, inclusive of obstructing a footway, it is an offence which is actionable by the Police. In this case the proposed prohibition of waiting (double yellow lines) will apply to the whole of the highway extent which includes the footpaths. Therefore, any vehicles parking either



on the carriageway or the footway adjacent to the double yellow lines will be in contravention of the order and enforcement can be taken.

Chancel Way (and Yew Trees Way) needs traffic calming measures due to vehicle speed along the straight

This is not directly related to the proposed Traffic Regulation Order and the issue it seeks to address. Additionally, Chancel Way is a private street. However, as part of the ongoing highway adoption process a traffic calming scheme along Chancel Way has been approved by Officers which the Developer intends to introduce prior to the street becoming highway maintainable at public expense.

Recommendation

Officers recommend the proposed measures are implemented as advertised.

Implications:

This item has the following implications, as indicated:

Legal

These are set out in the report.

Financial

These proposals are linked to the new housing development and are being funded from the Section 278 monies by the developer, as such there is no financial implication for the county council.

Risk management

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

List of Background Papers

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