

The following Appendix summarises objections / adverse comments relating to the Prohibition of Waiting, Loading and Unloading, and dedication of Police Vehicle Parking Place.

A total of 36 consultees responded, 18 of which objected. 16 Consultees expressed their support, 10 of which raised concerns relevant to the proposals. 2 consultees retracted their objections after their concerns were addressed.

Consultation Responses:

Proposed restrictions to side road estates do not go far enough and additional restrictions such as residents parking zones / signs or further yellow markings should be included to prevent unsafe parking.

(11 responses raised similar objections)

Further to the proposed restrictions, a review was undertaken of junctions and bends within the Fletcher Drive / Addison Way estates, one of which is partially under construction, and both are unadopted. The road width in these locations is generally reduced to between 5 and 5.5m, has a high frequency of driveway accesses and looks too narrow to park in most cases without prohibiting access to residents or emergency services. Where vehicles do cause an obstruction, they can be towed by the Police, and where parked over a drop kerb, can receive a Penalty Charge Notice. It is considered that further restrictions may disadvantage residents on balance, where double yellow markings along the straight accesses to the estates may deter external visitors from entering the estates. Kilgrimol Gardens proposals include No Waiting restrictions on both accesses, all junctions, and bends, for a minimum of 10m. The rest of the estate has been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate, or if further measures should be considered. Side road estates have been reviewed for eligibility of residential parking zones / permits; however, none met the Cabinet approved criteria as more than 50% have access to off road parking.

A 'red route' restriction would allow safer access / egress with side road estates by preventing most vehicles from Stopping along the length. Allowing Loading and Stopping on the residents' side (east), including blue badge holders for up to three hours, will prevent large vehicles including emergency services from passing due to the narrowing of the road to accommodate the new footway / cycle track. This will increase the potential for accidents.

(10 responses raised similar objections)

The proposals aim to balance the needs of multiple user groups, where a 'red route' may unnecessarily restrict Stopping and/or Loading along the route. The current

proposals provide more onerous restrictions than those existing, which are intermittent, and most are time limited and seasonal. Whilst the road has been narrowed, generally between 1.5-2m, most of this width is in place of the existing northbound advisory cycle lane. There remains 3m wide carriageway lanes in each direction, separated by a central hatching strip generally 2m wide, with the existing southbound advisory cycle lane to remain. Vehicles may enter the advisory cycle lane or central hatching strip when it is safe to do so, providing adequate width to pass stopped vehicles. The number of blue badge holders is not anticipated to be high due to accessibility issues for those with mobility impairments. Lancashire Police have responded to the consultation and have raised no concerns.

The restrictions may displace parking on to side road estates over the proposed length, causing inconvenience to residents, safety issues to road users and restricting access to emergency services. Visitors of the dunes / beach are unlikely to park in paid car parks, or alternative suitable on road parking, due to proximity.

(6 responses raised similar objections)

A series of protection measures in the form of No Waiting Restrictions form part of the proposals, to mitigate unsafe parking on the adjoining side road estates. This includes double yellow lines on entrance to Addison Way and Fletcher Drive estates, and double yellow lines to bends, junctions and accesses on the Kilgrimol Gardens estate. Alternative parking is available at the southern end of the scheme, with a paid car park that has capacity for 122 standard vehicles, 8 blue badge holders and coach parking. On street parking is also available along South, Inner and North Promenade, which is unrestricted on the west (beach side) for approximately 4.5km. This length also fronts on to Lytham St Annes Beach, parts of the sand dunes and has designated access points. Additionally, displaced visitors in this location may be more likely to spend money with local businesses, where no hospitality or retail businesses are visible along the proposed length. As Stopping restrictions are not proposed, vehicles will be able to drop groups off, and the location is more accessible to other modes of transport such as active travel. Lancashire Police have responded to the consultation and have raised no concerns.

Without a constant enforcement presence, restrictions will be ignored or abused, increasing the potential for accidents.

(5 responses raised similar objections)

The proposals will be enforced to levels required that would see success of the scheme. The availability to enforce is not an adequate reason against introducing proposals.

Adequate parking signage should be included to direct visitors to North Beach Car Park.

(3 responses raised similar objections)

Four parking signs are proposed along the length, near Kilgrimol Gardens, Fletcher Drive, Addison Way and New Road, pointing south. Two will include distance markers corresponding with the location of North Beach Car Park.

The accessibility, and subsequently the high amenity value of the beach and sand dunes could be affected due to parking restrictions over the full length.

(2 responses raised similar objections)

Alternative parking locations are being signposted as part of the cycle track works. Alternative parking for both the sand dunes and beach is available at North Beach Car Park, or on street parking along North Promenade, where formal access points are present, linking to the same length of beach and dunes. Additionally, accessibility has been improved for other modes of transport, namely walking and cycling.

Permitting blue badge holder parking on the east side for up to 3 hours seems illogical due to the restricted accessibility of the dunes to those with mobility impairments.

(2 responses raised similar objections)

No Waiting restrictions on the east side have not been specified with an allowance for Blue Badge Holders in mind, but is an exemption permitted by the Department for Transport on No Waiting Restrictions. Whilst No Loading restrictions would prohibit Blue Badge Holder parking, this is not considered to be necessary due to the additional carriageway width for southbound traffic.

The existing restrictions within Kilgrimol gardens are sufficient and proposals within the estate are excessive. The placement of double yellow lines within the Kilgrimol Gardens estate will prevent residents and / or their visitors from parking outside of their property.

(2 responses raised similar objections)

The proposed restrictions to junctions and bends are designed to mitigate safety issues by improving / maintaining visibility. Straight lengths around the estate have been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate. All but one property within the Kilgrimol estate have off road parking availability for between 2-4 cars. If vehicles block access to residents by parking over

a drop kerb, they are liable to receive a Penalty Charge Notice, and should they cause an Obstruction, can be towed by the Police.

Proposed restrictions to Kilgrimol Gardens should prevent parking on one side of the road for the entire estate. Allowing parking on both sides may restrict access / egress from driveways and cause safety issues.

(1 response)

Parking is currently unrestricted on both sides of the estate (with exception of the entrances) where carriageway width is generally a minimum of 6m. The proposed restrictions to junctions and bends are designed to mitigate safety issues by improving / maintaining visibility. Straight lengths around the estate have been left unrestricted to balance the needs of residents, where this may otherwise restrict parking unnecessarily. Monitoring will be undertaken in the summer months including an external parking survey, to help determine if proposed restrictions are adequate, or if further measures should be considered.

The proposed restrictions may displace parking on to Highbury Road West and Seaton Crescent causing safety issues and restricting access to residents.

(1 response)

Parking / safety concerns have not been observed on these two roads to date, though not included in initial monitoring due to being outside the immediate scheme extents. This will be included in upcoming monitoring and further consideration to measures given if required.

Yellow line restrictions are already present on Fletcher Drive and Addison Way but have little effect.

(1 response)

The existing No Waiting markings on Fletcher Drive and Addison Way have been installed by the Developer and are therefore unenforceable by the County Council at this time. As a result, their effectiveness is likely to have decreased over time. These proposals incorporate these existing lengths so that they can be enforced by the Council.

No Loading restrictions should be included on the east side of the road, north of the last property, to increase the safety when entering Fletcher Drive or Addison Way.

(1 response)

No Loading proposals have not been included as described due to the additional carriageway width available to southbound traffic, where Clifton Drive North has good

visibility due to being straight and flat. Advertised restrictions propose to mitigate safety concerns, by increasing the level of restrictions that are currently in place (No Waiting) to apply 24/7 and for the full length, in addition to formalising the Developer laid No Waiting marks on the junctions with the estates. The number of vehicles genuinely loading or stopped on the east of Clifton Drive is expected to be much lower than those currently parking, thereby improving on current visibility levels. These locations will be included in upcoming monitoring of parking, where No Loading restrictions to the estate's visibility splays could be considered if justified.

The no loading proposal should be on the east side of the carriageway (residential) instead of the west (beach and dunes) to prevent blue badge holders or loading vehicles restricting access or visibility to side road estates. No loading on the west side is unnecessary as there are no fronting properties.

(1 response)

A Prohibition of Loading is proposed on the west side to protect the new footway / cycle track facilities and help to improve uptake by increasing safety perception. Loading has not been proposed on the east side as there is sufficient width for vehicles to load without obstructing passage of traffic due to the additional width of the advisory cycle lane. Whilst loading vehicles may continue to impose on the advisory cycle lane, there is a new, segregated two-way facility on the opposite side of the road. It is also noted that the existing restrictions allow far more vehicles to park along the length than the proposed No Waiting restrictions.

Sand from the dunes will cover double yellow lines and restrict the authority's ability to enforce them.

(1 response)

The Councils Parking Enforcement team are satisfied that they will be able to adequately enforce proposals despite the risk of blown sand.

The proposed restrictions are unnecessary, and the road has functioned well under existing restrictions for many years.

(1 response)

Between New Road and Kilgrimol Gardens, 13 collisions have been reported to the Police from June 2017 to September 2021, 7 of which were slight and 6 were serious. The proposed restrictions are recommended to protect pedestrians and cyclists and further encourage uptake of the newly constructed facility. Existing restrictions are intermittent and time limited and/or seasonal, allowing vehicles to present as a hazard to the most vulnerable user categories.

Restrictions will prevent local users who are unable to travel on foot from visiting the beach as they will be unable to park. Allowance for Stopping to pick up or drop off passengers does not resolve this as there is nowhere in proximity for the driver to park.

(1 response)

Alternative parking locations are being signposted as part of the cycle track works. Alternative parking for both the sand dunes and beach is available at North Beach Car Park, or on street parking along North Promenade, with formalised access from these locations to the dunes and beach.

Proposed restrictions will prevent volunteers and their equipment from accessing the dunes and limit their ability to maintain them.

(1 response)

Loading is permitted on the East side of the carriageway, where volunteers or contractors are permitted to unload. A layby is present immediately north of New Road, and Fylde Borough Council have their own access point to the Beach located at New Thursby Care Home. Additionally, Fylde Borough Council own North Beach Car Park, and could dispense parking charge to enable their volunteers to park for free

Proposed restrictions will reduce access for staff and volunteers at the Nature Reserve building, including contractors when required to carry out work.

(1 response)

The building is currently located opposite the New Thursby Care Home, immediately outside of the Highway Boundary, where seasonal No Waiting restrictions are currently in place. Alternative parking is available at North Beach Car Park and North Promenade, and accessibility to other modes of transport has been improved. There is also an exemption to the proposed restrictions that will enable contractors to park if undertaking building works. Further to this, contractors are permitted to book road space and implement traffic management or temporarily dispense restrictions, with authorisation from the Council.