

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways

Part I

Electoral Divisions affected:
Accrington South; Burnley
Central West; Burnley Rural;
Burnley South West;
Burscough & Rufford;
Chorley South; Euxton,
Buckshaw & Astley;
Fleetwood West & Cleveleys
West; Mid Rossendale;
Nelson East; Ormskirk;
Padiham and Burnley West;
Pendle Central; Pendle Hill;
Pendle Rural; Poulton le
Fylde; Preston Central East;
Preston Central West;
Rossendale South;
Rossendale West;
Skelmersdale East; West
Lancashire East; West
Lancashire North;

Corporate Priorities:
Delivering better services;

Lancashire County Council (Various Roads, Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre) (Revocations and Various Parking Restrictions 21-22 (No2)) Order 202*

(Appendices 'A' to 'J' refer)

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Brief Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order introducing various parking restrictions to address safety concerns in relation to vehicles parking causing serious problems with regard to safe traffic movement and obstructive parking.

The proposal looks to introduce new restrictions in the districts of Burnley, Pendle, Preston, Rossendale, West Lancashire and Wyre whilst removing current restrictions that are no longer required and correcting inconsistencies with the current Order in the districts of Burnley, Chorley, Hyndburn, Pendle, Preston and West Lancashire.

This is deemed to be a Key Decision and the provisions 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 within the Burnley, Chorley, Hyndburn, Pendle, Preston, Rossendale, West Lancashire and Wyre districts as detailed within this report and as set out in the Draft Order and Appendix 'A'.

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 regard 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 deliveries to properties.

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 a side road junction.

The proposal looks to introduce new restrictions in the districts of Burnley, Pendle, Preston, Rossendale, West Lancashire and Wyre whilst removing current restrictions that are no longer required and correcting inconsistencies with the current Order in the districts of Burnley, Chorley, Hyndburn, Pendle, Preston and West Lancashire as shown on the plans at Appendices 'B' to 'I' for the reasons outlined in the Statement of Reasons at Appendix 'J'.

Consultations

Formal consultation was carried out between 23 August 2022 and 23 September 2022 and advertised in the local press and notices were 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 were proposed.

Objections

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

The comments were regarding the items in the proposed order as follows along with the engineer's comments as they are relevant:

BURNLEY

Lindsay Park/Brownside Road, Burnley – Drawing No. 22-23(2)/BU2-MB

There is an increased demand for parking in the area with vehicles frequently parking up to the junction which is preventing road users accessing and exiting Lindsay Park.

"The purpose of this proposal is to provide junction protection to ensure that road users can navigate this junction without obstruction. The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access can be maintained in the interest of road safety".

Support with Comments

Eleven similar items of correspondence supporting the proposals for restrictions in the area were received (including one from the local district Councillor) stating that whilst they welcomed the proposals, they believed the waiting restrictions did not extend far enough into Lindsay Road and requested that they were extended.

The correspondence states that several cars park daily at the top end of Lindsay Park, on both sides facing Brownside Road creating a bottleneck situation which restricts free access to through traffic on Lindsay Park.

The correspondence requested that the implementation of the double yellow lines to be extended to the property boundary of No. 93 Lindsay Park on the east side of Lindsay Park and to the property boundary of No. 189 Brownside Road, on the west side of Lindsay Park. One item of correspondence also suggested that the restriction on Brownside Road also be extended a sufficient distance to facilitate a clear view of any oncoming traffic.

All of the correspondence centre around concerns that the proposed restrictions will not provide enough space for vehicles to negotiate the junction with Brownside Road in both directions and it will leave vehicles entering Lindsay Park in a vulnerable position on Brownside Road.

Officers Comments

Similar comments were received during the informal consultation. Officers considered the requests but felt that the regular junction protection extent of



approximately ten metres would be sufficient to keep the junction clear in the majority of situations. Additionally, extending the restrictions further into Lindsay Park may have a detrimental effect for residents as it would cause the parking to move further into the residential area, adjacent to residents' driveways.

The proposal aims to keep the junction clear to provide manoeuvring space so that road users can clear Brownside Road when entering Lindsay Park whilst allowing vehicles to exit the junction. The parking issues have been exacerbated by a dentist practice opening and operating at No. 93 Lindsay Park which has necessitated the proposal.

The proposed restrictions cannot be extended without starting the formal consultation process again which would potentially delay any improvements to the junction.

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.

Bluebell Grove, Burnley – Drawing No. 22-23(2)/BU5-MB

"The purpose of this proposal is to tidy up and rectify the parking restrictions so that the legal Order matches the restrictions on site.

This proposal is required to ensure that road users can navigate this junction without obstruction. The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access can be maintained".

This proposal makes no change to the restrictions as they are marked out on site.

Support with Comments

Five items of correspondence were received from local residents, however making comment that they believed there had been a misunderstanding with regards to the residents' requests to have access to Rossendale Road. The items of correspondence stated that the problems associated with the area are not in relation the existing double yellow lines on Bluebell Grove or parked cars on the estate but due to the cars that regularly park on Rossendale Road in front of the vicarage.

Although the residents did not object to the confirmation Order, they highlighted the fact that visibility is reduced by vehicles which park on the frontage of the vicarage and requested additional restrictions be considered on Rossall Road.

Officers Comments

Requests for waiting restrictions on Rossendale Road have been considered previously at the junction with Bluebell Grove although the requests were not supported at that time. However, during these assessments it became apparent that there was no traffic regulation order to match the existing waiting restriction road markings on Bluebell Way.



This proposal seeks to confirm the existing waiting restrictions as currently marked out on Bluebell Way and to allow enforcement should it be necessary. Restrictions on Rossendale Road could be considered in the future to support the council's traffic management and road safety objectives if necessary.

Officers recommend that the original proposal as advertised is implemented.

PENDLE

Colne Road and Church Lane Kelbrook. – Drawing No. 22-23(2)/PE6-MW

"The purpose of this proposal is to improve visibility for vehicles navigating the junction of Church Lane and Colne Road by introducing double yellow lines to prevent parked vehicles obstructing visibility".

Support with Comments

Correspondence was received from Kelbrook and Sough Parish Council supporting the proposals on Colne Road and Church Lane, however the parish council raised concerns that the restrictions at the corner of Church Lane and Colne Road, in the direction of Kelbrook, would not provide sufficient viewing should a vehicle park immediately after the restrictions.

The parish council has suggested the restriction should be extended by a further 50 metres on Colne Road in the direction of Kelbrook.

Officers Comments

A request for double yellow lines to provide junction protection at Colne Road junction with Church Lane was passed to Lancashire County Council in July 2021 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 businesses.

The proposal included double yellow lines on the east side of Colne Road from its junction with the centreline of Church Lane for a distance of 25 metres north and south of the junction. The proposal also included double yellow lines on Church Lane – on the north side for a distance of 18 metres and on the south side for a distance of 27 metres, from its junction with the centreline of Colne Road in a south-easterly direction. No objections were received to this informal consultation.

The proposed restrictions cannot be extended without starting the formal consultation process again which would potentially delay any improvements to the junction.

With consideration to the width of this junction, the width of Colne Road and the slight bend in Colne Road which allows for slightly increased visibility, 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

A6 Garstang Road, Fulwood, Preston - Drawing No. 22-23(2)/PR1-EM

Concerns have been raised regarding vehicles parking along Garstang Road, often on the footways, at its junctions with Highgate Avenue and The Triangle. This parking is affecting emerging drivers' sightlines, compromising pedestrian safety, general access/egress, and traffic movement along the road.

"The purpose of this proposal is to remove obstructive parking to assist with the general movement of traffic and sightlines. The proposal will also improve access for deliveries to the residential properties and general road safety in the area".

Objection

One objection was received regarding the proposal to introduce No Waiting at Any Time in Garstang Road on the grounds that although the objector appreciated the need for restrictions on the corners to allow residents to safely exit their properties, they believe that the proposal is too excessive and will create hazards.

The objector further states that although parking associated with the pool located down The Triangle is problematic there is sufficient available roadside parking located on the opposite side further up the road.

Officers Comments

This location has been inspected on several occasions and it has been observed that the parking here does, at times, create problems with general traffic movement along the road, affecting general access and compromising the sightlines of drivers emerging from the junctions onto the main road.

To address the issue the county council is proposing the introduction of additional "No Waiting at Any Time" parking controls in this location.

Officers recommend the proposed No Waiting at Any Time restriction is implemented as advertised.

Singleton Close, Fulwood, Preston - Drawing No. 22-23(2)/PR3-MC

Concerns have been raised by residents regarding vehicles parking in this location causing an obstruction for road users, pedestrians and residents entering and exiting their driveway.

To address the issue, Officers are proposing a 'No Waiting Mon-Fri 8am-5pm' restriction to remove obstructive parking, improving access for deliveries to the residential properties and assisting with the general movement of traffic along the roads and at their junctions with other roads.

Objection

One objection to the proposal asserted that once the restriction had been implemented the value of the properties would drop and requested that the proposal was amended to a 2 hour no return Monday to Friday instead of the No Waiting at Any Time restriction.



Officers Comments

The Monday to Friday 8am-5pm restriction is being proposed following concerns raised by residents and confirmation from Preston City Council advising that they have experienced issues collecting refuse due to parked vehicles. Site visits on different days and at different times of the day have also been undertaken which corroborate the concerns that have been raised.

Prior to this proposal an informal consultation with residents was carried out in response to concerns that on a number of occasions vehicles were parking on Singleton Close Monday to Friday causing obstruction issues. The response to the informal consultation showed that there was overwhelming support for 'No Waiting Monday to Friday 8am-5pm' restriction.

Officers recommend the proposed 'No Waiting Monday to Friday 8am-5pm' restriction is implemented as advertised.

ROSSENDALE

Prospect Road, Rawtenstall – Drawing No. 22-23(2)/RO4-CH

"The purpose of this proposal is to remove the potential to park along these sections of Prospect Road improving sight lines and providing unobstructed manoeuvrability for vehicles wishing to use the road, in turn helping to maintain the flow of traffic and thereby increasing safety for highway users".

Objection

One objection was received regarding the proposal to introduce no waiting at any time on Prospect Road. The objector opposes the proposal on the grounds that there are no deliveries at night-time and during the day when the road is clear deliveries are unhindered.

The objector states that they do not believe that the proposals are being considered for safety reasons and requests the number of injuries reported on this road. The objector further believes that as the proposal removes the only reasonable parking for residents this will impact on people with disabilities and house prices and requests justification for the proposal along with advice on where residents will be able to park.

Support with Comments

One item of correspondence of support was received from a local resident confirming they welcomed the review of the traffic situation on Prospect Road however they believed the proposal does not go far enough to solve the problems and is likely to cause more problems by simply shifting cars from one side of the road to the other, causing restrictions in vision and adding complication to pedestrian safety.

The resident suggests that the following should be taken into consideration:

- Extending the lines down the hill giving more room and better vision for cars travelling in both directions which would also provide a 'cross over' point on a straight stretch where there is good vision instead of, as a result of the proposals, be on a blind bend.



- Extending the double yellow lines up the hill to the junction with Beech Street and Prospect Hill backs which would emphasise and supplement the need for the bollards to prevent pavement-blocking parking, and safety for pedestrians thus creating better vision for vehicles coming out of the back street, which is classed as a highway, and is the only vehicular access to Prospect Hill.

The resident states that following previous correspondence from residents no visit or site inspection seemed to have been made to enable discussion as requested and believes that to put double yellow lines on the inner bend as proposed would have the following consequences:

- Cars displaced from parking will have little choice but to park on the outer bend by the side of the bollards, adding to the lack of vision on the bend, at the junction with Prospect Hill and Beech Street backs, and further along the road.
- The lack of double yellow lines below the gate of number 23 Prospect Road and the outer bend will mean that vehicles travelling down the hill will be led into the bend just where vision is at its worst, particularly if parking is allowed by the bollards. They believe that not only will this face them up head-to-head with oncoming traffic but mean that a car coming down on the inner, blind bend will not see a car stopped just below the bend to enable one coming up to pass those still able to park below the lines on the opposite side of the road.

The resident suggests that the proposal should include either:

- The introduction of double yellow lines down the outside curve of Prospect Road from the junction of Beech Street and Prospect Hill backs with Prospect Road, to a passing point on the straight part of Prospect Road where vision is clear below the bend; or
- That the present situation is left as it is as regards yellow lines, and further bollards and more warning notices are introduced for increased safety at strategic points.

Additional comments were also received regarding the bottom of Prospect Road, where it makes a right-angled turn from level to hill stating that it is a notoriously bad place to turn in either direction. The comments state that often vehicles park on the corner itself, which severely restricts vision, resulting in cars having to reverse to whatever 'refuge' they can find to allow passing and suggest that double yellow lines are introduced on the bend supplemented by improvements on the corner to allow vehicles safe, identifiable refuge.

Officers Comments

There have not been any recorded personal injury collisions on Prospect Road during the last five years which Lancashire County Council has data for. This proposal has not been promoted as an accident reduction scheme but was in response to issues residents of the Prospect Road area were experiencing due to vehicles parking on substantial lengths on both sides of Prospect Road. Vehicles



regularly meet each other 'head-to-head' and there is insufficient room to pass, meaning one vehicle must potentially reverse a substantial distance to allow the other vehicle to pass. Residents had raised their concerns through the local county councillor.

Officers do prioritise safety related Orders which assist in collision reduction but this does not preclude the pursuit of other proposals which support traffic management or community improvements to support local needs.

Whilst it is accepted that on street parking in proximity to a property is desirable it is a requirement that this is undertaken in a suitable manner which does not represent either a potential hazard or unnecessary obstruction to other users. Rule 243 of the highway code states, "we must not stop or park on a bend unless forced to do so by stationary traffic". Stopping or parking on a bend is classed as leaving your car in a dangerous position as it can cause unnecessary obstruction of the road.

The county council's primary aim is to remove parking at established areas of concern where this represents both a contravention of Highway Code rules and potential road safety concern whilst retaining the availability of legitimate parking facilities within the area for both residents and visitors.

Officers recommend the proposed sections of 'no waiting at any time' lines adjacent to each other to create permanent 'passing places' whilst allowing as much residential parking provision as possible is implemented as advertised.

As with all new Orders, once implemented, the area will continue to be monitored via Lancashire County Council's own customer services reports, District council and Police comments, and, if required, additional changes will be made.

WEST LANCASHIRE

The Stables/Moss Lane, Hesketh Bank – Drawing No. 22-23(2)/WL3-KP

"The purpose of this proposal is to provide space for drivers turning into The Stables from Moss Lane to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

3 objections have been received to the proposals on The Stables as follows:

Objection 1

The objector opposes the proposal on the grounds that if parking restrictions are installed people will have no other option than to park either side further down The Stables, possibly restricting refuse collection and delivery vehicles or in Moss Lane on both sides creating hazards for the numerous HGV vehicles passing through at all hours.

The objector states that they are unaware of any accidents or collisions or near misses at this point in the eight years that they have lived there and that very similar properties have been built locally in the last eighteen months which do not have parking restrictions similar to the type in this proposal.



The objector also raised concerns that the introduction of parking restrictions will adversely affect the market value of their property and state that they would not have purchased the property if there were restrictions in place.

Objection 2

The objector opposes the proposal on safety grounds that the proposed restrictions will not make the community safer. The objector believes that the proposals will make the area more dangerous for residents along with the many road users and pedestrians that use Moss Lane.

The objector further states the following:

- Despite prior enquiries it remains unclear as to whether objections from a previous application in October 2021 apply, and what if anything has materially changed since.
- That suggestions of support based on feedback from refuse collection is contrary to conversations that residents have had with collectors on collection days and doubt this practical view will have been offered, however they believe that it undermines one of the apparent two reasons for the restrictions being needed.
- That the proposal is a very different approach to kerb space management which must have been factored into Lancashire County Council's consultation feedback with West Lancashire Borough Council when The Stables was being planned. That plan included allowing village centre houses to be built with single driveways and garages that cannot fit a normal family car.
- On purchasing the property, they were aware of a broader transport strategy including a green lane link road to take HGV and farm vehicles off Moss Lane. It is stated that this has not materialised and as a result Moss Lane is a busy road, often where the 20-mph speed limit is ignored and the houses shake when vehicles go past. It is believed that based on the lack of calming of Moss Lane traffic residents park on The Stables to substantially reduce pedestrian and traffic risk.
- Substantial developments in the village have occurred, much more housing plus some new businesses too and since The Stables is the cul-de-sac closest to the small centre of the village it often attracts overspill business parking on busy days and some worker parking too. The objector suggests that parking on The Stables could be moderated through a resident permits system which has been suggested before.
- Believes that the process of the proposal is binary in outcome as it requests objections to a plan rather than a consultation to understand the impact and displacement. The objector believes that the obvious result of the plan in isolation is that it will make Moss Lane less safe for a negligible benefit to The Stables.



Objection 3

The objector opposes the proposal on the grounds that the introduction of the restrictions will result in vehicles parking across from the junction making it impossible for residents to see oncoming traffic when exiting driveways along with wagons being unable to get down Moss Lane due to parked cars creating a blind bend.

The objector also raised concerns that if vehicles parked on the side of the road with restrictions, they would park on the pavement resulting in children walking to school having to walk in the road.

Support with Comments

An item of correspondence was received from a local resident supporting the proposal on the grounds that undoubtedly it would improve access and egress to The Stables, however they raised concerns that displaced vehicles would simply park on Moss Lane and impede traffic flow at the junction of Moss Lane/Hesketh Lane.

The resident states that HGVs already have difficulties getting to and from the junction and believes that this will be exacerbated by the proposals, therefore they suggest that to ease this situation the parking restrictions should be extended along Moss Lane from The Stables to Hesketh Lane.

Officers Comments

Officers do prioritise safety related Orders which assist in collision reduction but this does not preclude the pursuit of other proposals which support traffic management or community improvements to support local needs.

The proposed parking restrictions are being considered following the identification of parking behaviour at the junction of Moss Lane and The Stables which has resulted in reports of obstruction to access for larger vehicles such as local refuse collection and emergency services. This was supported by West Lancashire Borough Council which confirmed that refuse collection services had experienced difficulties entering The Stables and that on one occasion were required to reschedule a visit due to obstruction at the entrance.

Directions for appropriate parking in the vicinity of junctions is contained within Rule 243 of the Highway Code and it is presumed that drivers will have an awareness of this and will apply the appropriate consideration when choosing a parking location. As a result, yellow line restrictions are not applied to new junctions by default but remain an addition for situations, such as is the case at The Stables, where it has been determined that contraventions to Highway Code directions are occurring.

The suggestion that parking on The Stables could be moderated through a resident permit system has been noted, however resident parking schemes are currently required to meet the following criteria for progression:

1. Within the area to be included in the scheme, not more than 50% should have off street parking or the potential to form off street parking within the curtilage of the property.



2. The number of addresses in the proposal needs to exceed 20.
3. There needs to be sufficient available parking space to implement a workable scheme.
4. There must be significant evidenced support provided for the implementation of the scheme.

At the current time, The Stables does not meet a number of the minimum essential criteria, in particular points 1, 2 and 3, to qualify for the introduction of a residents parking scheme.

Whilst it is accepted that on street parking in proximity to a property is desirable it is a requirement that this is undertaken in a suitable manner which does not represent either a potential hazard or unnecessary obstruction to other users.

Although the initial proposal contained a reduced restriction reflecting the Highway Code Rule 243 prohibition of parking within ten metres of a junction this was further amended following additional concerns raised during the October 2021 informal consultation which highlighted that additional parking within the immediate entrance to The Stables would potentially result in a restriction to vehicles entering and exiting the road.

The county council highways traffic team is engaged in ensuring the continuing effective and safe operation of the county's existing highway network and as such can be required to undertake regulatory changes to locations where it has been identified that a concern has developed, in this case a contravention of Highway Code rules and potential obstruction of free movement along a public highway.

As with all restriction introductions it is anticipated that a level of the current inappropriate parking will be relocated into the immediate area. The primary goal at this point is to provide control for the identified problematic location without unnecessarily reducing legitimate parking for the area and whilst it is possible that an element of vehicles may choose to relocate to the southern side of Moss Lane, its layout, which features a number of property entrances, would be expected to naturally limit availability for parking.

As with all regulatory introductions officers will undertake a post installation 3-month monitoring period to identify any occurrence of further concerns and, where this reveals that appropriate care is not applied, will propose additional intervention.

The comments requesting clarification of the initial development planning and transport strategy have been noted, however these are not in the remit of the highways traffic team and do not form part of this proposal, however contact details for West Lancashire Borough Council Planning and Lancashire County Council's Planning and Environment Team have been supplied to the objector.

Officers recommend the proposed measures are implemented as advertised.



Bridgehall Drive/Rivington Drive, Upholland – Drawing No. 22-23(2)/WL5-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Bridgehall Drive 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".

The measures being proposed would:

Remove instances of obstructive parking along the road to ensure forward visibility in order to avoid vehicle conflicts.

Objection

Thirteen Objections were received to the proposals in Bridgehall Drive on the grounds that parking in the vicinity is limited as it is without the extra restrictions being put in place. The objectors believe that if the proposals are implemented it will result in pushing the parking onto Rivington Drive which is a narrow road where parking will restrict access to the driveways opposite the parked cars and result in the road becoming heavily congested with the overflow of residents, friends, family and other visitors to properties on Bridgehall Drive that would be prevented from parking outside their properties.

The main concerns raised by the objectors are as detailed below:

- There is no understandable reason for the restriction and that it will only make the traffic congestion and parking in the immediate vicinity even worse that will then impact the safety of pedestrians using the area, which includes many elderly residents and even numbers of children using the Artz Centre. It is stated that the main issue is that the local amenities do not have suitable parking, therefore people use Bridgehall Drive for ease. It is believed that if these proposals are introduced it will result in pushing the parking onto Rivington Drive having a major impact on the residents and businesses of the local area of Hall Green which has very limited public parking areas with many of the side roads of the immediate area already having double yellow lines in place.
- Concerns that local businesses that are struggling in the current economic climate post covid will suffer and may have to close as people will go elsewhere if they are unable to park for five minutes. It is stated that currently there is very limited on-street parking available for residents that don't have driveways, as well as for the increasing number of people wishing to visit and support the local businesses. There is also very limited off-road car parking available, other than the small car park next to the chip shop, and the car park next to the bookmakers (both within 50 metres from Bridgehall Drive) with a belief that by completely restricting the whole of Bridgehall Drive will not only seriously impact the residents but would also push any cars wishing to park into the smaller side streets.
- Concern that the proposals will greatly impact on the large elderly population in the area who rely on family and carers having access to park outside their properties when visiting and taking them to/from appointments, resulting in leaving them isolated.



- Belief that house prices will be affected as people with more than one car won't be able to park outside their own home, therefore people will not want to buy a house where parking directly outside the property is not available.

The objectors also comment that as residents of the area they have never encountered any parking issues stating that although there are people parking for five minutes to 'pop' to the local takeaway or shops they do not park up for long periods. Therefore, they are perplexed by the proposal of what they believe are unnecessary parking restrictions in a quiet neighbourhood of Upholland.

The parish council also raises concerns about unintended consequences, not least the effect on the homes on Bridgehall Drive, as on street parking restrictions could lower the value of the properties and have a negative impact on the residents who park on the road. The parish council also confirms that it has not observed or been informed of any visibility issues or long-term parking in the area and questions what the special circumstances relating to Bridgehall Drive are that warrant the expenditure of public money.

An additional comment was received questioning why additional restrictions are required when both Bridgehall Drive and Rivington Drive already have 'Access Only' signs.

In addition to the reasons for objecting to the proposal the following suggestions have been received:

- Request for restrictions to also be introduced opposite the driveways if this proposal is approved.
- Introduction of a controlled Permit Parking area for the residents who first applied or notified the council of their concerns, which would allow residents to park in front of their properties whilst deferring any casual parking on the road.
- Consideration of parking restrictions, along with one-way traffic on Tithebarn Road stating that to leave a "death trap" road like Tithebarn Road, waiting for an accident to happen and disrupt and impose restrictions on quiet road where parking for both residents and visitors is invaluable does not make sense.

Support with Comments

One item of correspondence in support of the proposal was received on the grounds that they firmly believe that the proposal will help the residents of that street, some of whom have their daily lives made extremely difficult by other drivers parking across their drives, opposite them, and all around them resulting in issues in getting their own cars off their drives.

The correspondent also states that there is ample parking in Upholland in the five available car parks for shoppers, and residents and their visitors who choose not to park on their drives or in their garages. However, some vehicles including work vans



are left parked in the street for days at a time, not just for an errand or a visit to the shops, and it is usual for them to be left there over weekends and holiday periods.

The correspondent states that Rivington Drive where it adjoins Bridgehall Drive is already congested and requests that the same measures are extended to this area to avoid the problems experienced by Bridgehall Drive being displaced into Rivington Drive resulting in the current situation experienced by the residents becoming worse.

Officers Comments

The proposal is the result of concerns raised by both residents and the Police regarding increasing levels of inconsiderate parking related to local businesses which has a potential to restrict normal traffic movement into and along the road, particularly in the vicinity of the bend where this would also limit forward visibility and contravene highway code directions.

The wider area does historically feature an existing Prohibition of Driving order however this unfortunately is only enforceable by the Police who have indicated that, due to the proximity of local business and community facilities, they are unable to accurately determine the purpose of an individual vehicle's presence and whether this is related to legitimate, permissible access. This has resulted in a request for a more practical and controllable restriction format capable of resolving the current issues which are specific to this section of road.

At the current time the immediate western area is subject to significant historic parking controls and the proposal for Bridgehall Drive is an addition to these following the identification of an expansion of inconsiderate local business parking into this area. Whilst officers acknowledge the importance of convenient access to local business premises, it is expected that this is conducted in an appropriate and considerate manner within Highway Code directions and where this is identified not to be the case, as on Bridgehall Drive, additional restrictions will be a consideration to ensure the highway remains safe and accessible for all users.

Whilst the proposed restrictions will remove problematic longer-term parking, the facility for residents to carry out short-term picking up and setting down activities such as those associated with attending appointments will be retained. In terms of visitation for care purposes the proposal is not expected to result in any reduction of access due to all properties along the road featuring sizable off road parking availability. This is also expected to remain an important consideration in relation to future property values with no expectation that the limitation of on street parking would result in an impact to future valuations.

As with all restriction introductions it is anticipated that these proposals may potentially result in a level of relocation into the immediately surrounding area and this will be monitored post installation for a period of three-months. However as current issues appear related to access to a specific set of premises and purpose it is not anticipated that this will be at a significant level or above what the more appropriate layout could accommodate.

The suggestion for a controlled permit parking area allowing residents to park in front of their properties whilst deferring any casual parking on the road has been noted,



however resident parking schemes are currently required to meet the following criteria for progression:

1. Within the area to be included in the scheme, not more than 50% should have off street parking or the potential to form off street parking within the curtilage of the property.
2. The number of addresses in the proposal needs to exceed 20.
3. There needs to be sufficient available parking space to implement a workable scheme.
4. There must be significant evidenced support provided for the implementation of the scheme.

At the current time, Bridgehall Drive does not meet a number of the minimum essential criteria, in particular points 1 and 2, to qualify for the introduction of a residents parking scheme.

With regards to Tithebarn Street this is currently subject to a parking restriction order which is comparable to the proposal in place for Bridgehall Drive. It has been noted however that this is not currently accurately reflected in the presence of markings at the site and officers will undertake revisions as part of this process to ensure this is rectified.

Officers recommend the proposed measures are implemented as advertised.

Calder Avenue/Ryburn Road, Ormskirk – Drawing No. 22-23(2)/WL6-KP and Calder Avenue/Ryburn Road, Ormskirk – Drawing No. 22-23(2)/WL7-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Black Moss Lane 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.

The proposals also provide space for drivers turning into Calder Avenue and Ryburn Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

An Objection was received in response to the proposals to introduce No Waiting at Any Time (double yellow lines) at the junctions of Calder Avenue and Ryburn Road on the grounds that the proposal would not prevent the parking problems. The objector believes that adding this restriction would result in vehicles parking further down causing more danger to all pedestrians.

Comments

An item of correspondence was received from the local county councillor suggesting that the lower end of Calder Avenue and Calder Road should also have restrictions introduced.

Officers Comments

The proposed parking restrictions are being considered following the identification of parking behaviour at the junctions of Calder Avenue and Ryburn Road which directly



contravenes Highway Code directions contained within Rule 243 of the Highway Code and has resulted in concerns for vehicles both entering and exiting the road.

As with all introductions of restrictive measures it is anticipated that a level of the current inappropriate parking will be relocated into the surrounding area however where this is carried out in a suitable manner with the required level of care it is not expected that this will be at a significant level or above what the more appropriate layout can accommodate.

The county council's primary aim at this point is to remove parking at established areas of concern where this represents both a contravention of Highway Code rules and potential road safety concern whilst retaining the availability of legitimate parking facilities within the area for both residents and visitors.

Following the introduction of the current proposal the area will be further monitored for a period of three-months to identify any resulting concerns which may require further intervention.

Officers recommend the proposed measures are implemented as advertised.

Black Moss Lane/Ryburn Road/Chestnut Grange, Ormskirk – Drawing No. 22-23(2)/WL8-KP

"The purpose of this proposal is to facilitate the passage of vehicles along Black Moss Lane and improve overall road safety by preventing parking which is causing serious problems with the safe movement of traffic and obstruction of driver's visibility along these roads.

The proposals also provide space for drivers turning into Calder Avenue and Ryburn Road to complete the manoeuvre by keeping a section of road close to the junction clear of obstructive parking".

Objection

Two Objections were received to the proposals in Black Moss Lane on the grounds that the proposals will compound an already unacceptable parking issue for residents of Black Moss Lane as placing restrictions on the school side of the lane will encourage vehicles to park on the residents' side.

The objectors state that the parking issue was raised by the residents and feel that the proposal has failed to address their concerns believing that it does not remedy the root cause, which is inadequate provisions and or lack of traffic management from the school and will increase the likelihood of an accident.

Support with Comments

An item of correspondence was received from a local resident supporting the proposals, however raising concern that these proposals will result in moving the problem to the edge of High Moss-Black Moss Lane and suggesting the introduction of similar restrictions in these areas to be considered.

Officers Comments

The proposed parking restrictions are being considered following the identification of inconsiderate parking behaviour related to the presence of the school which is



resulting in concerns for both pedestrian movements, particularly vulnerable student pedestrians, and the potential for congestion because of a build-up of vehicles, most notably at school start/finish times, which can extend to both sides of the road unnecessarily reducing the available width.

Whilst it is a normal occurrence for locations in the direct vicinity of a school to experience a short-term increase in the volume of parking during drop off and pick up activities this, where undertaken with appropriate care, does not generally result in a concern with the area directly outside the school entrance remaining free from parking due to the presence of a school keep clear marking. At Black Moor Road this is not the case due to the extended frontage and multiple entrance format of the school premises which renders these measures unsuitable.

With this in mind officers have substituted the traditional markings with a more appropriate limited waiting restriction which, whilst delivering the same prohibition timeframe as a School Keep Clear, will be both more effective for the uncommonly extended extent and result in an improved aesthetic for the area outside of school operation periods.

As is the case for the introduction of all new restrictions it is anticipated that a level of the current demonstrated parking will be relocated into the immediate area however whilst the primary goal at this point is to provide control for the identified problematic location without unnecessarily reducing legitimate parking availability a 3-month post installation monitoring process will be undertaken to detect any occurrence of additional concerns and, where this is found to be the case, additional interventions can be proposed.

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 2022/23 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
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None		
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Reason for inclusion in Part II, if appropriate		
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N/A		
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