

Lancashire County Council Update to the Parish Main Street, Warton

Preliminary proposal for No Waiting at Any Time Restrictions

Background

Following our recent discussions relating road safety concerns and vehicles overrunning the footway on Main Street, Warton, the County Council as agreed has contacted fronting property owners in line with our procedure for Traffic Regulation Orders (TROs).

The preliminary consultation took place with those residents whose properties immediately front on to the proposals. This preliminary consultation was arranged to inform any decisions on whether to proceed to a formal advert for a Traffic Regulation Order to support the implementation and enforcement of the proposed restrictions.

As you are aware if the officer recommendation is adopted, and the scheme proceeds to advert this is the stage where the wider public can also respond to the proposal presenting their views and comments.

If objections are received these are considered by Lancashire County Council Cabinet prior to determining the final outcome before any parking restrictions can be introduced.

Preliminary consultation findings

During the preliminary consultation a number of responses were received from residents.

We have compiled these responses into a Frequently Asked Question format with the county council traffic officer response.

Q1. Won't double yellow lines will look unsightly and spoil the aspect and village character. The village is also in a conservation area?

The county council fully recognises local concerns and understands that it is vital to protect the character and attractiveness of its historic rural villages.

It would therefore be proposed to use 'conservation' double yellow lines in 'Primrose yellow'. Each line is marked 50mm narrower than normal double yellow lines used in urban areas and have been introduced successfully in a number of other areas.

Please see diagram below and photo showing where a road was resurfaced, and new conservation type lines have been installed in comparison to standard double yellow lines.



DYL/ Conservation line comparison

Q2. A residents parking scheme would be the best solution to the problem with individual marked parking bays?

The county council has an online process where Residents Parking Schemes can be requested, and these are prioritised based against specific criteria and available funding.

A scheme is unlikely to address the problems related to Warton. The majority of on-highway space is used by residents only and there are not the same significant generators of non-residential parking such as large city centre and close to public transport interchanges, major shopping areas and large public buildings.

Any scheme would require the marking of on-street parking bays and supplementary signs and poles on already narrow footways and embedded underground services which may interfere with sign planting locations.

Additionally where we are regularising parking we would need to consider the needs of the small numbers of business too and this may not make the most effective use of the available space in the village.

Q3. The double yellow lines are too excessive and reduce parking outside my house?

The proposals have been developed to align with existing accesses, existing widenings, private driveway access points and junctions where parking would not normally be encouraged where existing visibility and access issues exist.

The extent of the restrictions are representative of the guidance described in The Highway Code where motorists should generally avoid parking.

Complaints regarding visibility and access have been received previously at several of the junctions. The council has not gone out of its way to remove any more unregulated highway space than is necessary.

Q4. The double yellow lines proposed on the Church Hill section should be on the opposite side.

The double yellow lines have been placed on the inside of the bend to aid forward visibility on the bend and also assist vulnerable users such as cyclists using the uphill incline when heading northeast (in the Yealand Conyers direction).

Q5. Can't the council propose No Waiting and allow overnight parking.

The proposal is aimed at promoting a scheme for road safety purposes to support vulnerable road users and assisting public transport, there is still the potential for late night supermarket delivery and large agricultural vehicles to use Main Street especially through the summer period when there is increased pedestrian and cyclist activity too.

Additionally, restrictions of this type would require a large number of additional signs and poles creating additional concerns with regard to locating poles in narrow footways and adding to sign clutter and spoiling of the character of the village. Signs may also need to be on or in front of residents properties and windows as there are mandatory spacings for regulatory signs.

Q6. Why can't the lines be extended further to Town End

The proposal is specifically related to the prevailing problems on the upper section of Main Street we are not aware of significant footway overrunning concerns at Town End.

Q7. Won't placing double yellow lines just displace parking elsewhere?

As with any proposal that introduces parking restrictions there will always be an element of displacement associated with it.

Main Street, while being residential in nature, is also the main transit route and carries the highest traffic flows and therefore associated road safety risks.

It is hoped that displacement will be minimal and where this occurs it will be on roads more suited to parking from a traffic volume perspective, where pedestrian numbers are lower and where the road and footway is wider.

The scheme is aimed at removing some localised parking at locations identified above and on the plan.

We are acutely aware of the limited space available both on and off highway in Warton and the demand for car usage particularly in rural areas and have sought to minimise the impact. It is ultimately not possible for everyone to park outside or necessarily immediate to their house at busier times.

Q8. Double yellow lines will not prevent vehicles having to mount the footway to pass oncoming traffic?

Ultimately whatever the council proposes it is a driver decision as to how they behave on the highway and no scheme will present the perfect solution.

Intentional driving on the footway where the kerb is not dropped to provide access to off street parking or land is an offence although this is not often enforced by Police.

The proposal will provide more opportunity for careful drivers to wait and pass.

Other options have been considered including bollards however the width of the existing footways means that these would potentially cause obstruction to pedestrians particularly prams, mobility scooters and also present an engineering challenge and significant costs due to existing underground services and clearance requirements and therefore not feasible.

Q9. A full analysis should be carried out before determining a proposal.

The proposal is for a limited deployment of parking restrictions.

More detailed analysis is usually reserved for proposals to restrict access and or develop major capital infrastructure schemes and significantly add to our costs.

The council is satisfied that in following its consultation procedure and engagement for a minor traffic and parking amendment scheme and subject to outcome at this stage, the subsequent mandatory legal process that must be followed for Traffic Regulation Orders (TROs) any further traffic measurement and survey analysis is not appropriate in ensuring that a proposal cost effective and deliverable.

Q10. Why isn't traffic calming being proposed.

Traffic calming is not considered as the solution for the concerns being raised resulting from footway overrunning notwithstanding any feasibility issues that may need consideration.

The number of requests the County Council receive for traffic calming and speed reduction schemes widely exceeds the number it can implement.

The council consider requests in line with the Lancashire Road Safety Strategy which is published by the Road Safety Partnership allowing us to prioritise the measures that we can take forward on an annual basis and this would not include further measures for Main Street, Warton at the present time.