

Correspondence item c)

“Thank you for your comments regarding the proposal for parking restrictions on Mossy Lea Road, Wrightington. At this stage no formal submission has been put forward and we are initially making contact with residents and businesses directly fronting the road who would likely be most impacted by a future proposal.

Now that the consultation has completed we have evaluated the responses received and it appears that several main recurrent concerns have been raised regarding both the effects of the current situation and how it is considered that this should be addressed. For clarity I have listed the main elements raised below including a number (2 and 5) specific to your enquiry and provided a response to each component.

1. Changes to the capacity and parking facilities for the White Horse public house and concerns regarding the validity under planning rules.

Applications for changes to the layout and operation of private, non-highway premises are considered by the borough council planning department, in this case West Lancashire Borough Council. Where it is identified that such a change is likely to result in a significant change to traffic volumes in the surrounding area, i.e., a significant new industrial or residential site, the county councils Developer Support team will have the opportunity to submit recommendations on how this can be mitigated by changes carried out to the network as part of the planning and development process. In this instance it does not appear that the Borough Council planning process did not identify a potential for significant impacts to the surrounding network associated with the White Horse proposal.

In terms of concerns related to the legitimacy of the changes undertaken and a requirement for planning consent this is not an area that falls directly under the remit of Lancashire County Council and enquiries related to this element would need to be directed to the West Lancashire Borough Councils Planning Department using the contact details below.

West Lancashire Borough Council Planning, Council Offices, 52 Derby Street, Ormskirk. L39 2DF.

01695 577177 plan.apps@westlancs.gov.uk

2. Concerns regarding declined applications for vehicle dropped crossings for certain properties.

Where a vehicle crossing is proposed from an A, B or C classified road (C in the case of Mossy Lea Road) planning permission may be required prior to an application being made to the county council. Unfortunately this is a function of the local planning authority, West Lancashire Borough Council in this case, and further information on why a particular application has been declined would need to be requested from them.

3. Additional restrictions along both sides of the road and extending into the outlying area with the possibility of these being on a timed restriction basis to align with peak parking periods.

Where established that parking activity represents a potential to contravene current Highway Code directions, create a hazard or unnecessarily obstruct traffic flows along a road the county council will utilise formal parking restrictions to restrict activity and provide a resolution however there are many reasons why public highway users may wish to take advantage of on street parking availability and where this carried out in an appropriate manner it can be contributory in helping to reduce vehicle speed through an area. As a result, officers will not normally consider the wider area blanket restrictions requested in this instance. In the case of Mossy Lea Road, it has been identified that parking related to specific local businesses has generated a sustained presence along both sides resulting in an unnecessary restriction to the carriageway for through traffic and instances of footway obstruction. As a result, an appropriate level of restrictions are being proposed which are envisaged to prevent this behaviour from reoccurring whilst retaining an acceptable level of access for all users.

Consideration has been given to restrictions covering specific time periods however this requires an additional presence of supportive signage to convey the operational periods with the consequence of an additional impact to the local rural street scene. In this case, in view of the extended timeframe where the issue has been identified to be present, the periods of non-operation would be insufficient to justify further consideration of this process.

4. Additional lining to prevent vehicle parking in the vicinity of private drive entrances.

Although parking in proximity to properties and their entrances can be unpopular with residents this would not represent an issue for which officers are able to base a consideration for general highway parking restrictions. Whilst this may occur as an outcome of the presence of restrictions for wider highway concerns it would not be their primary purpose. Undertaking installations of restrictive measures on this basis would result in sporadic sections of markings throughout the network with no clear association to their intended road safety/traffic flow purpose leading to a potential for devaluation of their purpose at locations where they are in place to provide mitigation for demonstrated road safety concerns.

Where vehicles park in a manner which represents a direct impediment to a property entrance this would represent an obstruction to access for which the Police possess more immediate powers of enforcement. This can be initially be reported via the non-emergency telephone number: 101, or online

at <https://doitonline.lancashire.police.uk/>. In certain instances where an entrance is not clearly discernible the county council can provide a carriageway H Bar marking to highlight its presence. These can only be positioned to cover the extent of the lowered kerb section and are supplied at a cost to the property owner of £297.00 however it should be noted that these are advisory markings only which do carry any potential for direct enforcement.

5. Consideration of a residents permit parking scheme for the area.

Provision of a residents parking scheme within the public highway requires that the county council establish a level of qualifying criteria including that not more than 50% of properties within the proposed area should have off street parking or the potential to form off street parking within the curtilage of the property. For Mossy Lea Road the majority of properties do currently benefit from off street parking and, as such, the location would not meet the minimum essential criteria for the introduction of a residents permit parking scheme. Should further information be required on the full requirements of such a scheme this can be requested by contacting the Residents Parking team directly via residentparking@lancashire.gov.uk.

6. Concerns that restrictions to on highway parking will lead to an increased occurrence of vehicles parking obstructively within the footway to circumvent the restrictive lining.

As with all highway restrictions the double yellow line prohibition applies to the entirety of the highway extent. This includes any adjacent verge or footways which form part of the adopted highway, and their enforcement is not reliant on vehicles parking on the markings.

7. The extent of the proposed lining will result in Insufficient remaining provision for school drop off and pick up periods which will affect both parent attendees and the longer-term requirements of staff.

Observations to date have revealed that the majority of parking activity related to school drop off and pick up periods occurs along the eastern side south of the existing school keep clear markings in addition to a section to the north of the White Horse which will remain unaffected by the proposed restrictions. The exception to this would be the direct approach to the Boundary Lane junction and bend and Tunley Lane junction where Highway Code directions would naturally prohibit parking.

8. Removal of on street parking will result in increased vehicle speeds along the road resulting in increased risk to pedestrian users, particularly related to the school. Requested formal crossing point and additional speed control measures to ensure pedestrians can undertake crossing activity in a safe manner.

It is acknowledged that the presence of a level of on street parking will influence vehicle speed due to the requirement for drivers to give way to opposing traffic flows. For this reason, the county council will not endeavour to completely remove all provision when providing mitigation for instances of inconsiderate parking. We will always look to achieve a balance between supporting road safety and effective traffic flows whilst retaining a level of access, where appropriate, to support local resident and business needs.

In terms of a formal crossing point, installations can be considered for locations where a pedestrian desire route has been established however these are not generally considered suitable for sites, such as outside schools, where usage will be largely limited to specific short start and finish periods. Where this is the case with no significant additional local facilities to generate sustained use throughout the day drivers can be liable to desensitisation to its presence resulting from extended periods of low or non-use creating an additional hazard for the limited occasions it is used.

9. The installation of limited restrictions will result in the issue being relocated into the surrounding area creating an issue for the wider community.

As parking activity is generally associated with attendance for a particular event or premises it is recognised that where this is removed drivers will always look to find an alternative within the immediate locality. For this reason, officers will normally propose restrictions which extend beyond the identified main problem area in order to dissuade this behaviour and avoid simply relocating the issue further along the road. In this instance it is foreseeable that this may result in a displacement both north and south where the presence of road junctions and a bend would present an additional hazard. As such the current proposal includes extra protection for these areas to ensure that any displacement is undertaken in a safe and considerate manner.

In consideration of the input received officers have undertaken further amendments to the initial proposal to extend the prohibition on the western side to ensure that the potential for future problematic parking along both sides is removed. I have attached the revised proposal plan for your information, and this will now be submitted to the county councils Traffic Regulation Order process for progression. As part of this process a further consultation will be undertaken which will include formal notification to local authorities/representatives, emergency services and statutory undertakers as well as residents/businesses over the wider area.

I acknowledge that this response does not deliver the full measure of resolutions requested locally however I trust that the information provided above does assist in clarifying the procedures involved when assessing reported highway concerns and the considerations undertaken when proposing mitigation measures. If you require any further information please do not hesitate to contact me using the number below."

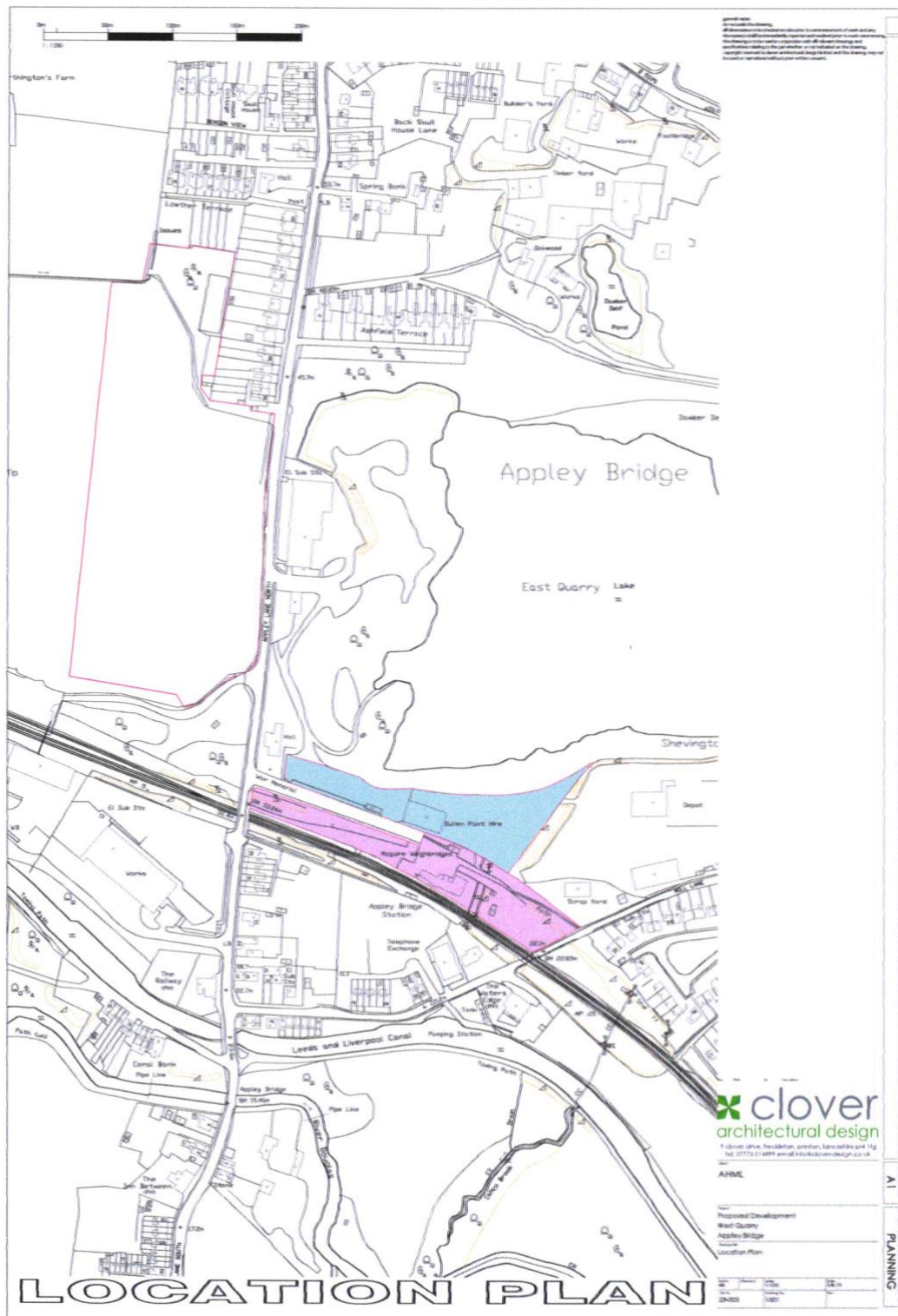
Agenda Item – West Quarry & The Pad.

Pre-application notification of Northern Diver proposals:

“We are writing to inform you we have submitted a pre application to West Lancs Council in respect of development of West Quarry in Appley Bridge. As you will know pre applications are normally confidential, however we would like to keep the local community informed and we attach a plan of the outline of the proposal. The development will include a swimming pool which will have availability for community use along with some storage for Northern Diver, an area for possible relocation of Bullens Plant Hire and some housing to the north of the site.

We look forward to your comments.”





Response from Lancashire County Council Planning:

“I have been in discussion with the Borough Council about the works that are being undertaken at West Quarry. I have reviewed the situation from the County Council's perspective and my view is that the County Council does not have the legal authority to take enforcement action in relation to the works on the former landfill. The Town and Country Planning Act 1990 defines County Matters as developments relating to the extraction of minerals, management of waste or a development which would prejudice the restoration or aftercare of a minerals or landfill site. The current operations being undertaken on the site are not mineral extraction and from my own site inspection it does not appear that any waste materials are being deposited. The aftercare period for the landfill permission at West Quarry expired some years ago and therefore it is my view that the works do not prejudice the

restoration or aftercare of the site as the requirement for those works has now been discharged. The County Council can only take enforcement action in respect of County Matters and therefore as the works being undertaken do not fall within the definition of County Matters, it is my view that the enforcement issues on this site can only be addressed by the Borough Council.

I have communicated this view to the Borough Council and have offered my assistance given the history of the site. I understand that the Borough Council are seeking to deal with the issues relating to the fencing and access and I will be liaising with them regarding the works to the landfill site and any enforcement action that the Borough Council may take in respect of those works.”
