

**REPORT FROM: HOUSING, HEALTH AND ENGINEERING SERVICES
MANAGER**

TO: BARROWFORD AND WESTERN PARISHES COMMITTEE

DATE: 2ND FEBRUARY 2022

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TRAFFIC ISSUES ON WILTON STREET, BARROWFORD

PURPOSE OF REPORT

To inform Members about options to resolve traffic problems being experienced on Wilton Street.

RECOMMENDATIONS

- (1) That the report be noted.
- (2) That Members consider the proposals outlined in the report and determine whether to proceed with the detailed design for their preferred solution.

REASONS FOR RECOMMENDATIONS

- (1) To be fully informed of the traffic issues in Wilton Street.
- (2) To try to improve highway and parking issues at this location for the benefit of residents.

BACKGROUND

1. Wilton Street provides pedestrian and vehicular access to the facilities at Bullholme and Swinden Playing Fields. The highway is adopted between Gisburn Road and the bridge over Pendle Water, with terraced properties directly fronting on to the highway and no off-street parking available to residents. Beyond the bridge, the access road is the responsibility of Pendle Borough Council as landowner.
2. It has historically provided access to these sporting facilities, however, in recent years further development of the site has taken place, including the construction of Barrowford Pre-School Nursery, Steven Burke Sports Hub and Pendle Panthers BMX Pump Track.
3. Members and residents have raised concerns about heavy traffic and congestion on Wilton Street, together with parking issues and a lack of enforcement.

4. The matter was subsequently raised at the Traffic Liaison Meeting on 25th November 2021, where Lancashire County Council agreed to carry out additional parking enforcement at Wilton Street.
5. On 5th January 2022, the Committee resolved that a report be submitted to a future meeting setting out the possible options for a one-way system at the site.

OPTIONS

1. A residents' only parking scheme is already in place at Wilton Street, restricting use of on-street parking to permit holders. Lancashire County Council have agreed to undertake visits to monitor and carry out enforcement where parking infringements are found.
2. The formalised parking bays narrow the available carriageway width, reducing opportunities for vehicles to pass each other, thus creating a bottleneck effect, particularly at the bridge at Pendle Water which has insufficient width to accommodate two way traffic.
3. A possible solution to this would be to provide a priority system over the bridge. However, this solution is not recommended due to the poor forward visibility caused by the elevation of the bridge and because it would also require the removal of some on-street parking for residents.
4. The area directly outside the pavilion at Bullholme could be re-configured, creating a widened carriageway that would allow more space for vehicles to wait as oncoming vehicles passed. This however would result in a loss of parking bays directly outside the pavilion, although this could be mitigated by the provision of additional parking nearby.
5. Grassed areas that could be utilised for additional parking have been highlighted in Appendix A. The construction of new parking bays would help reduce the likelihood of parking infringements on Wilton Street and possibly congestion where drivers are unable to find spaces outside the pavilion. However, additional car parking may encourage more drivers to access the site from Wilton Street and therefore be seen to exacerbate the situation.
6. A one-way system would need to make use of the access road through Valley Forge Business Park which is in private ownership and would therefore require the landowner's consent. A road would also need to be constructed between the edge of the business park and the Steven Burke Sports Hub, where there is currently an informal track.
7. A slope stability issue has also been identified directly below this track and repairs to this embankment would need to be carried out before the track could be considered for vehicular use.
8. A car park specifically for users of the Sports Hub is already located off Cravendale Avenue but no formal directional signage to the car park is in place, whereas drivers are directed via Wilton Street by signs on Gisburn Road. A signage scheme could be implemented to encourage drivers to use this car park and cycling groups could be requested to promote use of this as an alternative to Wilton Street. Further work to the car park such as creating formal parking bays could further encourage usage.

IMPLICATIONS

Policy: None arising directly from the report.

Financial: Each option would require capital funding to undertake the works. The cost required would be identified upon completion of detailed design and the cost estimate would be reported to a future meeting of this Committee.

Legal: The proposal to utilise the access road through Valley Forge Business Park would require the formal consent of the landowner to do so. Directional signage improvements on Cravendale Avenue would need the approval of Lancashire County Council as highway authority, however, the remainder of the potential options would be within the land ownership of Pendle Borough Council.

Risk Management: A slope stability issue has been identified on the embankment directly below the access track between the Sports Hub and Valley Forge Business Park. This may require work to prevent land slippage into Colne Water regardless of the options outlined in this report, but any road construction on the track would put undue pressure on to this slope and would necessitate suitable repairs to the embankment before the track could be considered as a means of vehicular access.

Health and Safety: None arising directly from the report.

Sustainability: None arising directly from the report.

Community Safety: Improvements to the flow of traffic and parking would discourage drivers from parking illegally, thus improving the safety of pedestrians and vehicle users in the area.

Equality and Diversity: None arising directly from the report.

APPENDICES

Appendix A: Location plan showing potential options.

LIST OF BACKGROUND PAPERS

None.