

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

TO: BARROWFORD AND WESTERN PARISHES COMMITTEE

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WILTON STREET, BARROWFORD – TRAFFIC ISSUES

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, when Lancashire County Council agreed to carry out additional parking enforcement at Wilton Street.
5. On 21st April 2022, Members met with the owner of Valley Forge Business Park to discuss the possibility of introducing a one-way system through the site to help ease the problems on Wilton Street.
6. At the meeting, a number of issues were identified relating to the security and management of access at the business park and it was therefore agreed that it would not be appropriate to proceed with this option.
7. Members identified Swinden Bridge at the canal near Cravendale Avenue as being a potential route for vehicles and requested that the feasibility of improving this access was investigated.

OPTIONS

1. Swinden Bridge is owned and maintained by Canal & River Trust. It currently provides cycle and pedestrian access from the canal to the site and surrounding area.
2. Liaison between the Council and the Trust took place several years ago when the Council were in the process of developing the Steven Burke Sports Hub. At the time, the Council was advised that the bridge was unsuitable for vehicular traffic.
3. A possible solution would be to strengthen the bridge by replacing the fill within the structure with concrete to increase its loading capacity. One of the approaches to the bridge has a particularly steep gradient for vehicles and would therefore also require improvement works.
4. A budget estimate for the strengthening the bridge and improving the access would be £60,000. A full replacement of the existing bridge is likely to cost around £200,000.
5. In order to obtain detailed costings, liaison would be required with Canal & River Trust to determine the type of works that they would allow to be undertaken. An initial enquiry was made to Canal & River Trust, however they confirmed that they would require an initial fee of £380 to be paid before they will consider any request.
6. An alternative option would be to encourage use of the car park off Cravendale Avenue by the cycle groups but retain the existing bridge solely for pedestrians and cyclists. It would cost around £450 to provide an install directional signage and £500 to provide formalised parking bays if deemed necessary.
7. Existing grassed areas that could be utilised for additional parking within the site have been highlighted in Appendix A.
8. The Council has already secured funding from the Lancashire Environmental Fund (LEF) for the provision of a car park and toilets for the land shown next to the Sports Hub (Location A) and it is intended to submit a planning application for this proposal in the near future.
9. The creation of a new parking area at Location B would create up to 12 additional spaces, at an estimated cost of £11,000.

IMPLICATIONS

Policy:

None arising directly from the report.

Financial:

Each option would require capital funding to undertake the works. Cost estimates for each option have been outlined in this report but more accurate prices would be obtained further to discussions with Canal & River Trust and detailed design. Funding for the car park at Location A in Appendix A has already been secured from the Lancashire Environmental Fund (LEF).

Legal:

The proposal to utilise Swinden Bridge would require the formal consent of Canal & River Trust to do so. Preliminary approval from Lancashire County Council has been granted for directional signage improvements on Cravendale Avenue but a finalised design will need to be submitted before works can take place.

Risk Management:

Ownership of Swinden Bridge would remain with Canal & River Trust and therefore any works would need to comply with their requirements. Directional signage installed on the adopted highway would become the responsibility of Lancashire County Council and the creation of any parking areas within the site would need to be managed and maintained by Pendle Borough Council as landowner.

Health and Safety:

The conversion of the bridge for vehicular usage would need to ensure that it does not create a negative impact on the safety of pedestrians and cyclists.

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