

ORIGINATING DIVISION: HIGHWAYS AND TRANSPORTATION
CAPITA

REPORT TO: BLACKBURN WITH DARWEN BOROUGH COUNCIL
PLANNING AND HIGHWAYS COMMITTEE

DATE: 18th February 2016

TITLE: OBJECTION – PROPOSED TRAFFIC REGULATION
ORDER BATCH 04 15

WARD: SHADSWORTH WITH WHITEBIRK

COUNCILLORS: Tony Humphries
Ron O’Keefe
Jim Shoroock

1.0 PURPOSE OF THE REPORT

The purpose of the report is to advise the Committee of the receipt of 1 letter and one email of objection to the proposed restriction on Maricourt Avenue and one letter of objection to the proposed restriction on Thwaites Close:-

Maricourt Avenue Blackburn Thwaites Close Blackburn

These proposals are part of Batch Order 04-15 which was approved for advertising in September 2015.

2.0 BACKGROUND

The background report submitted to Senior Policy Team (SPT) on 23rd September 2015 in respect of these proposals is as follows:-

Maricourt Avenue, Blackburn

Complaints have been received from residents that vehicles parked in the turning head of Maricourt Avenue are obstructing the road preventing drivers from being able to turn around.

Normally, it would not be desirable to introduce waiting restrictions in a residential area unless absolutely necessary but in view of the narrowness of the road, it becomes impossible to manoeuvre when even one vehicle is parked in the turning head. It is therefore proposed to introduce double yellow lines in the turning head of Maricourt Avenue.

Thwaites Close, Blackburn

We have received a complaint from a business on Thwaites Close that staff from a neighbouring company park their vehicles outside the entrance to their premises. This causes problems with large trucks accessing the company’s delivery area. It is proposed to introduce double yellow lines around the turning head at the top of Thwaites Close in order to keep access clear.

3.0 DETAIL

Approval to advertise this proposed Traffic Regulation Order was given at the Regeneration SPT meeting and this was advertised on 3rd December 2015.

Maricourt Avenue, Blackburn

The proposed Traffic Regulation Order sought to keep the turning head of Maricourt Avenue clear of parked vehicles as reversing out is a tricky manoeuvre due to the narrowness of this section of the road and parked vehicles on one side of the road. The proposal was advertised in July 2015, to which one letter and one email of objection were received within the notice period. The objections both from residents of Maricourt Avenue are summarised below:-

One resident who has lived in Maricourt Avenue for a total of 15 years states that she has not experienced any problems with parking in the turning head. She also states that there is nowhere else near enough to her home to park her vehicle.

Another objector who has lived in Maricourt Avenue for 25 years says that while he finds the proposal a reasonable one, parking in the area is extremely limited. He states that the vehicles displaced by this new restriction would cause problems in other parts of Maricourt Avenue which would generate further frustration. The objector hypothesises that residents may begin to park their vehicles on the verges which would then obscure sightlines at junctions and compromise road safety. He feels that by removing parking spaces in an area already unable to cope with parking demand will exacerbate animosity between residents.

Although the parking which takes place in the turning head of Maricourt Avenue seems chaotic and obstructive, it appears that the residents of the Close prefer to be able to park their vehicles there rather than attempt to find parking availability elsewhere. Although the proposal sought to keep the turning area clear, it would appear that the displacement of vehicles to other areas on the road will have the effect of exacerbating an already provocative situation. The proposal does not have the support of the residents who would be most affected by it and therefore it is proposed to withdraw this proposal from the batched order.

Thwaites Close, Blackburn

The proposal seeks to keep the turning head of Thwaites Close clear of parked vehicles.

Two letters and an email of objection were received following advertising. These came from a company which is located in the turning head of Thwaites Close. The objections are summarised below:-

The objector states in his first letter that they like other companies in the Close, struggle to accommodate all customer and staff within the boundaries of the premises.

He states also that a lack additional parking will reduce future recruitment and halt the growth of the company.

He does not understand why there should be a parking ban in the Close as it is neither a bus route nor a through road.

Following receipt of this letter of objection, an officer contacted the objector and sought to clarify for him the extent of the proposed restriction. A plan was sent to the objector with a request to withdraw the objection if the additional information relieved his concerns. The objector did not wish to do so and sent a further email and letter reiterating their objection. The objector states that planning conditions require companies on this estate to maintain their wagon turning circle within their premises and for this reason, they rely on staff and visitors being able to park on the road. However the neighbouring company who asked for this restriction to be introduced has filled their yard with vehicles and has no room for a wagon turning circle and therefore require the head of the close for turning. He alleges that this company's wagons frequently pull into the objector's company's entrance to then reverse into their own and by doing so put lives at risk. Introducing the double yellow lines would provide them with a clear area to continue to manoeuvre in this way.

Under the impression that the problem was one of obstruction to vehicles seeking to enter their yard, officers proposed the parking ban to keep the head of the Close clear. However it seems that clearing the area of parked vehicles will encourage the practice of turning vehicles in the head of the Close rather than within the company yard as required by Planning. Further it looks likely to cause further friction between two companies who are already at logger heads. It would appear that the best course of action in this situation would be to withdraw the proposal from the batched order and encourage the two companies to speak to each other when and if they have problems in the future.

4.0 IMPLICATIONS

Customer	Amenity
Financial	The costs of implementing the scheme will be met from the traffic budget
Anti-poverty	None
Crime and Disorder	None

5.0 RECOMMENDATION

It is recommended that the Committee recommends that the Executive Member support the officer recommendations that:-

- the objections are upheld
- The proposed waiting restrictions are abandoned, and removed from the batch Traffic Regulation Order
- The objectors are informed of the decision.

6.0 BACKGROUND PAPERS: Letters of objection

7.0 CONTACT OFFICERS: Gina Lambert

8.0 DATE PREPARED: 4th January 2016