

Deardengate – Parking

Statement of Reasons

The purpose of this proposal is to support the Deardengate public realm improvement scheme, which proposes to introduce a Restricted Parking Zone and the facilitation of parking, loading and the movement of vehicular traffic, as well as to tidy up the existing orders which overlap with those included in the scheme. This scheme is primarily an amenity improvement scheme for the length of Deardengate between Blackburn Road and Bury Road. In line with the aims and design of this scheme, other alterations to vehicular movements are also to be proposed in a separate moving order.

Deardengate, (from Blackburn Road to Bank Street)

The section of Deardengate between Blackburn Road and Bank Street has been redesigned to improve pedestrian and cycle movements through Haslingden town centre. This includes widening the footways, narrowing the carriageways and providing additional courtesy pedestrian crossing facilities.

Dual-use Limited Waiting and Loading bays are also proposed to allow loading and unloading during less busy morning and afternoon periods and parking for the peak daytime period which would otherwise be removed due to the Restricted Parking Zone.

Deardengate (from Bank Street to Bury Road)

The section of Deardengate between Bank Street and Bury Road has been redesigned to become an almost entirely pedestrianised zone. The proposed Restricted Parking Zone will have no facilities for parking or loading permitted, with the only exception being for access to off-street parking at the rear of the limited number of address points on the west side of Deardengate.

John Street (from Regent Street to Blackburn Road)

No Waiting at Any Time restrictions are proposed to be introduced on the north-west side of John Street between the junction with Regent Street and Union Street to facilitate bus turning manoeuvres.

It is also proposed to revoke the existing No Waiting Monday to Saturday 8am to 6pm restriction and shorten the length of No Waiting at Any Time restriction, both on the south east side, between the junction with Regent Street and Union Street. The purpose of this is to retain some restrictions at the junction with Regent Street and outside The Mill House to allow for vehicular access and movements, whilst providing an unrestricted section for parking.

The No Waiting restrictions on the south-east side of John Street between Union Street and Blackburn Road are proposed to be reinstated as No Waiting At Any Time to prevent parking at any time on the footway where the proposed bus stop is located, as well as to tidy up the existing restrictions which have been in place on site at the junction with Blackburn Road since 2017, to allow for effective enforcement.

Bury Road

The proposal includes the introduction of a Traffic Regulation Order for the No Waiting At Any Time restrictions which have been marked on the south-west side of Bury Road from its junction with Bank Street since pre-2009, to allow for effective enforcement.

Bank Street

The proposal also seeks to amend an administrative error in the Traffic Regulation Order, to allow for effective enforcement.

REASONS UNDER Section 1 of the RTRA

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) (with prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or

Signature: 

Date: 04/02/2026

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