

Deardengate - Moving 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. This scheme is primarily an amenity improvement scheme for the length of Deardengate between Blackburn Road and Bury Road, with new or amended moving traffic restrictions in nearby areas pertaining to new bus routes. In line with the aims and design of this scheme, other alterations to parking restrictions are also to be proposed in a separate parking order.

One Way Restriction introductions:

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. This proposal introduces a new one-way restriction, the effect of which would mean vehicles are only able to travel north along Deardengate to between Blackburn Road and Bank Street.

John Street, from Regent Street to Union Street

This proposal introduces a new one-way restriction, the effect of which would only allow vehicular traffic to travel south-west on John Street between the junctions of Regent Street and Union Street to provide a clear pathway for the local bus service which can no longer use Deardengate in a southbound direction.

Hindle Street

This proposal introduces a new one-way restriction on Hindle Street. The effect of which would allow vehicular traffic to only travel in an easterly direction from Deardengate into the car park, effectively only allowing vehicles leaving the car park to do so via Bank Street in line with the aims of the scheme.

Bank Street

This proposal introduces a new one-way restriction on Bank Street from its junction with Deardengate to the Bank Street access road to the car park. This is to supplement the proposed new one-way restriction on Deardengate. It prevents the possibility of vehicles travelling westbound on Bank Street to the point where they meet the end of the new proposed one-way restriction on Deardengate to the left and the proposed pedestrianised area to the right, leaving them nowhere to go.

One Way Restriction revocation:

Union Street, from Blackburn Road to John Street

This proposal revokes the existing one-way restriction on Union Street between the junctions of Blackburn Road and John Street to allow Union Street to be traversed in both directions by vehicular traffic to allow traffic to circulate in the local streets.

Prohibition of Driving introductions:

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 to create an effective event space for the town centre, with the only exception being for access to the rear of the limited number of address points on the west side of Deardengate. This proposal introduces a Prohibition of Driving Except for Access restriction to the aforementioned premises.

Ratcliffe Fold, from Bell Street to Deardengate

The proposal introduces a new extended section of Prohibition of Driving Except for Cycles and Access restriction on Ratcliffe Fold to begin from its junction with Bell Street and ending at its junction with Deardengate. This is to facilitate cycle movements in a southerly direction where cyclists are prohibited along the northern section of Deardengate between Bank Street and Bury Road.

Removable bollards are also proposed to be introduced on Ratcliffe Fold at the junction with Deardengate and immediately east of the access points to the rear of 9 to 45 Deardengate to prevent vehicular access along this length of Ratcliffe Fold unless required access has been prearranged.

This includes provision for an obstruction to be placed in accordance with Section 92 of the Road Traffic Regulation Act 1984

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) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (f) for preserving or improving the amenities of the area through which the road runs, or