

Town 2 Turf - Parking

Statement of Reasons

The purpose of this proposal is to support the Town 2 Turf area improvement scheme, primarily the route along Harry Potts Way and Yorkshire Street, between Turf Moor football ground and Burnley Town Centre, which is proposed to be a Restricted Parking Zone. Other roads have been included in this proposal for the facilitation of parking, loading and the movement of vehicular traffic, as well as to tidy up the existing orders of which restrictions overlap with those included in the scheme. This scheme is primarily an amenity improvement scheme for the area between Turf Moor and Burnley Town Centre and to improve pedestrian safety in this area.

Turf Moor to Burnley Town Centre

The main section of this scheme, Harry Potts Way and Yorkshire Street, has been redesigned to improve pedestrian movements between Turf Moor and Burnley Town Centre. This includes widening the footways, narrowing the carriageways, providing additional pedestrian crossing facilities and converting the roundabout at Yorkshire Street's junction with Church Street and Centenary Way into a signalised junction with dedicated pedestrian crossing facilities. Loading bays are also proposed to allow loading and unloading for the various business premises along this section which would otherwise be removed due to the Restricted Parking Zone. A Permit Holders Only bay is also proposed to be introduced outside St Mary's Church with a limited number of permits issued to the church to facilitate parking for religious/community events or ceremonies, such as weddings, funerals, etc.

Croft Street

The parking restrictions on Croft Street have been amended to more accurately represent the restrictions which are present on site south of the bus station. Additional parking in the form of Limited Waiting Bays is also proposed to allow additional short-stay on-street parking where possible on the west side south of the junction with Yorkshire Street.

Turf Street

Turf Street is proposed to be treated with the same restrictions as the Restricted Parking Zone on adjoining Yorkshire Street, i.e. No Waiting at Any Time and No Loading at Any Time to facilitate the movement of larger vehicles to the business premises located at the south end of Turf Street. Two loading bays are also being proposed to facilitate loading and unloading for business premises in the vicinity.

Plumbe Street

This proposal introduces new disabled parking and loading/unloading provisions on the west side of the section between Yorkshire Street and Temple Street. This is to facilitate additional disabled parking and loading/unloading for nearby business premises which may otherwise be lost on Yorkshire Street with the proposed Restricted Parking Zone. Additional No Loading At Any Time restrictions are proposed

on the east side along the same length to facilitate the movement of vehicular traffic, with particular consideration for larger vehicles using this route to access the business premises on Plumbe Street. This proposal also includes some amendments to the existing No Waiting and No Waiting at Any Time restrictions on Plumbe Street, mainly to provide additional double yellow lines outside of the business premises of Hargreaves House and neighbouring buildings, to facilitate the passage and movement of large vehicles by preventing parking at all times. Other amendments to allow additional overnight parking for the nearby residential area, in the form of single yellow lines, are also proposed.

Todmorden Road, Belvedere Road and Brunshaw Road

Additional No Loading at Any Time restrictions are proposed to be located on Todmorden Road from its junction with Yorkshire Street to facilitate the movement of vehicular traffic by preventing parking close to the junction. The waiting and loading restrictions on Belvedere Road from the junction with Yorkshire Street have been revoked and reinstated due to their overlap with the existing restrictions and to ensure the legal order matches the restrictions on site for effective enforcement. The double yellow lines on the north side of Brunshaw Road have been revoked and reinstated due to their overlap onto Harry Potts Way and the proposed Restricted Parking Zone.

This purpose of the inclusion of eligibility addresses of Zone 6 and Zone 7 is due to an administrative error when consolidating the Order took place in 2015.

The purpose of the revocations of the eligibility addresses of Zone 1 relating to Adlington Street, Hart Street, Lindsay Street, Ormerod Road, Hawk Street, Dawson Square, Brown Square, Forest Street and Talbot Street is due to an administrative error when the restrictions were proposed to be formally removed.

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
- (f) for preserving or improving the amenities of the area through which the road runs, or