

Levelling Up East Lancashire Project

Safer, Healthier, Greener Streets

Colne

These proposals form part of the Levelling Up East Lancashire project. They aim to deliver improvements in local neighbourhoods through:

- Improving local streets with better connections through new or improved crossing facilities and pathways.
- Enhancing streets and public spaces with new planting and seating.
- Creating safer street environments that makes it easier for people to walk, cycle or wheel to local places.
- Improving facilities at local parks and providing new public green spaces.
- Improving road safety by discouraging pavement parking at junctions,
- Improving sight lines for people trying to cross the road and reducing traffic speeds.

The proposals will work together to create a safer environment for pedestrians, cyclists, and vulnerable users, whilst also improving public realm in the area. The intention of the scheme is twofold, to:

- Foster a sense of pride in local communities by creating safer, greener neighbourhoods and revitalised public realm.
- Increase active travel uptake to improve health and wellbeing and reduce health inequalities.

These proposals include the following:

- Introduction of No Waiting at Any Time restrictions to enhance road safety by preventing obstructive parking, maintaining clear visibility at junctions and ensuring safe and efficient movement of vehicles, cyclists and pedestrians.
- Minor amendments to the lengths and positioning of existing No Waiting at Any Time to facilitate the proposed changes to the road layout, whilst still prohibiting obstructive parking and to allow for effective enforcement.
- Removal and reintroduction at a reduced length of the residents parking bay on the east side of Fothergill Street to accommodate the new road layout and introduction of the proposed No Waiting at Any Time restrictions whilst still supporting the available residential parking within zone C16.
- Removal and reintroduction of School Keep Clear restrictions on Fothergill Street to the appropriate prescribed lengths in order to prohibit obstructive parking, improving safety for all road users and pedestrians in the vicinity of the school.
- Removal and reintroduction at a reduced length of the Limited Waiting Bay on Lord Street to facilitate the proposed changes to the road layout and extension of the parking restrictions, whilst still maintaining parking provision for vehicles
- Formalising the existing Taxi Stand 8pm-1am on Albert Road, that has been marked on site for a number of years but had not been supported by a legal Traffic Regulation Order
- Revocation of a Limited Waiting Bay on Albert Street at the location of the proposed taxi bay that has not been marked or signed on site for a number of years and is no longer required
- Amendments to the Traffic Regulation Order to match the existing road markings, allowing for effective enforcement.

- Introduction of One Way Orders to improve the flow of traffic and direct local traffic via a safer means of reaching main arterial roads
- Formalising of existing one way on Parsonage Street and Brown Street West, that has been marked on site for a number of years but had not been supported by a legal Traffic Regulation Order.
- Introduction of No left turn and no right turn restrictions to improve and direct the flow of traffic around the proposed one-way system in order to reach the main arterial road.
- Introduction of new crossing points for pedestrians, to facilitate their safe crossing of the road, minimise conflict with motor vehicles and improve local streets with better connections.
- Removal and reinstatement of the existing puffin crossing on Albert Road at an increased length to improve safety. The revised arrangement will enhance pedestrian safety by improving crossing conditions and reducing the potential for conflict with vehicular traffic.
- Minor reduction in the length of the existing bus stop clearways on Albert Street, restricted to the minimum length required to accommodate the proposals.
- Introduction of a speed cushion and raised tables to reduce vehicle speeds and improve road safety particularly for pedestrians and vulnerable road users.

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
- (b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (c) for preserving or improving the amenities of the area through which the road runs or