

**Traffic and Parking Study on
Main Street, Grindleton, Ribble Valley**

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APPENDIX 1 - Residents Questionnaire

APPENDIX 2 - Results of Residents Questionnaire

Plans Showing Traffic Management Scheme

1. Introduction

1.1 This report has been prepared on behalf of Grindleton Parish Council as part of a Traffic and Parking Study on Main Street in Grindleton. The Parish Council has commissioned the study to examine existing traffic and parking problems and to be more pro-active in developing proposals for the village with the Highway Authority, Lancashire County Council.

1.2 Road safety, access and parking are high priorities in local communities and it is essential that these issues are examined and monitored closely to protect the safety and quality of life of residents. To achieve these objectives requires a high level of co-operation between the Highway and Planning Authorities and the local community through the Parish Council. Other organisations such as the police need to be closely involved in the development of any proposals. This study has identified areas for co-operation between these organisations and includes recommendations to improve road safety and parking in Grindleton.

2. Scope of Study

2.1 Grindleton Parish Council commissioned VTC (Highway and Transportation Consultants) Limited to carry out a traffic and parking study on Main Street in February, 2004. The study has included the following investigations and action :

- (i) An Open Meeting was held on Wednesday 31 March, 2004 to invite residents and members of the Parish Council to discuss traffic management and parking problems on Main Street. The meeting was attended by over 50 local residents and Councillors.
- (ii) A questionnaire was distributed to residents of Main Street to seek their views on traffic conditions and parking along Main Street.
- (iii) Traffic and parking surveys have been undertaken and observations made of traffic movements, parking and the use of the street by vulnerable road users such as pedestrians, cyclists and equestrians.

2.2 As a result of these investigations a number of recommendations and a possible traffic management scheme have been put forward for consideration by the Parish Council and residents at the Annual General Meeting of the Parish Council on Wednesday 28 April, 2004.

3. Results of the Residents Questionnaire

- 3.1 The questionnaire shown in Appendix 1 was distributed to residents who attended the Open Meeting and households along Main Street (approximately 100 houses). The questionnaires were completed during the Open Meeting or returned to members of the Parish Council before the 16 April, 2004. A total of 44 questionnaires were returned which represents approximately 44% of the households along Main Street. Whilst this is a good response for a consultation exercise, the fact that the majority of households did not complete a questionnaire means that the results must be treated with some caution. The overall standard of responses in the questionnaire survey was good with a wide range of parking and road safety issues raised together with possible solutions.
- 3.2 The results of the questionnaire survey are contained in Appendix 2 and the significant findings are summarised below. The main items raised in the questionnaires are considered later in the report.

The main findings of the resident's questionnaire are as follows :

- A very high percentage of households own a car (95%) with only 5% of households not owning a car. 5% of households own 3 cars, 56% own two cars and 34% own one car.
- 32% of households do not have adequate off-street parking space for the number of cars owned.
- Four households expect to increase the number of cars owned in the next year and only one has adequate off-street parking space. Whilst the number of households expecting to increase the number of cars is relatively low, this increasing trend will further exacerbate parking problems in the village.
- 39% of households have difficulty parking in the village. The two main problems relate to residents being unable to park their cars close to their house at evenings and weekends and difficulty parking off-street because of cars parked on the road.

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- 90% of residents are concerned about road safety in the village. The main problem identified by 75% of residents is the high speed of some vehicles travelling along Main Street.
- 93% of residents would like to see road safety improvements carried out in the village with the 'top 3' requests being (i) more police speed checks, (ii) the installation of road humps and, (iii) a 20 mph speed limit.
- 56% of residents regularly walk along Main Street and almost three quarters of these experience problems. The main problems relate to the high speed of passing traffic and the fact that the footpaths are narrow or not continuous.
- Only 15% of residents regularly cycle in the village.
- Only 11% of residents use the bus service on a regular basis.

4. Consideration of Main Issues

Traffic Speed

- 4.1 The main concern raised by residents at the Open Meeting and in the questionnaire responses is the high speed of traffic travelling along Main Street and the risk this creates to other road users, particularly pedestrians and cyclists. 25% of residents who returned a questionnaire asked for more police speed checks to be carried out along Main Street and this should be the subject of an urgent meeting between the police and the Parish Council.
- 4.2 Observations made of traffic speeds on Main Street indicate that the majority of drivers are complying with the 30 mph speed limit and the layout of the road (narrow width, bends and parking) serve to reduce vehicle speeds. However, it is clear that there are some drivers who are travelling at inappropriate speeds i.e. speeds which may be below 30 mph but which are still too high for the prevailing road conditions when account is taken of restricted forward visibility at Shaw Terrace, the sharp crest at Stonehill and the downhill gradient etc.. This situation is exacerbated by the pattern of parking which creates a single lane for vehicles travelling uphill or downhill at certain times of the day.
- 4.3 Over 20% of residents who returned the questionnaire asked for road humps to be installed on Main Street to reduce traffic speeds. Whilst these are effective speed reducing measures on some roads they are not suitable for Main Street because of the steep gradient and the fact that it is a bus route. The installation of road humps on the steep gradient would cause significant noise and vibration to properties and would adversely affect bus operations.
- 4.4 The request for a 20 mph speed limit along Main Street is justified but will require measures, other than road humps, to be provided to constrain vehicle speeds to around 20 mph i.e. the speed limit will need to be self-enforcing. This will require further investigation with the Highway Authority, Lancashire County Council, and the police based on the traffic management scheme put forward at the Parish Council AGM.

- 4.5 In order to increase the awareness of drivers to the 30 mph speed limit, Lancashire County Council propose to install a village 'gateway' with new signs and road markings. These proposals are supported by the Parish Council and will have a beneficial effect on traffic speeds and road safety. In addition to this it is recommended that red bar markings are provided at regular intervals through the village to discourage speeding.

Parking

- 4.6 In some situations, the presence of parked vehicles can have a beneficial, speed reducing, effect on traffic speeds in built up areas. However, there are disadvantages associated with parked vehicles if they obstruct visibility and movement at accesses and create a long section of single track operation on roads such as Main Street. At certain times there is a continuous line of parked cars on the east side of Main Street which causes operational and potential road safety problems because there are no passing places. This situation also encourages some drivers to travel at inappropriate speeds in order to avoid delays due to other traffic.
- 4.7 In order to address the parking and speeding problems along Main Street, it is recommended that a comprehensive traffic management scheme is introduced from the junction with Sawley Road to Chapel Lane. This scheme is shown on the accompanying plans and shows parking controls (yellow lines) and areas where parking could be allowed. The scheme provides important passing places and a priority traffic system near Shaw Terrace to reduce traffic speeds and improve conditions for drivers turning at this location. The proposed traffic management scheme retains 150 metres of kerbside parking which will accommodate approximately 30 cars. On recent visits to the village the total number of cars parked has been less than 30 on the section between the 'Duke of York' PH and Chapel Lane. The proposals will involve some residents having to park away from their houses at certain times of the day but the potential advantages of the scheme are significant. The proposed traffic management scheme will reduce the risk of vehicular collisions and smooth traffic flow along the road.
- 4.8 In addition to the traffic management scheme, it is recommended that discussions should be initiated with Ribble Valley Borough Council (RVBC) about the provision of

a small car park for residents and visitors to the village (including ramblers etc.). RVBC has made a commitment to provide car parks in the picturesque villages in the Ribble Valley in the Local Transport Plan (LTP) and this should be progressed with the Council. Possible sites include the land adjacent to the electricity sub station or behind the 'Duke of York' PH. This would reduce the demand for on-street parking along Main Street.

- 4.9 Some residents have referred to the apparent use of the garages rented by RVBC for uses other than parking. This situation should be addressed, if possible, in the contractual requirements of new leases by RVBC. Future applications to rent garages should also be prioritised, if possible, by the Council, in consultation with the Parish Council, to ensure that the maximum benefit is derived from these garages and on-street parking is reduced.

5. Conclusions and Recommendations

- 5.1 Grindleton Parish Council have commissioned VTC (Highway and Transportation Consultants) Limited to carry out a traffic and parking study on Main Street. This is in response to the high level of local concern in the village about road safety and parking on Main Street and to enable the Parish Council to be more pro-active in developing proposals with the Highway Authority (Lancashire County Council), Ribble Valley Borough Council and other partners such as the police.
- 5.2 As part of the study an Open Meeting has been held with residents and a questionnaire distributed to households on Main Street. The meeting was attended by over 50 residents and Councillors and there was a positive feedback to the questionnaire. This confirms that road safety and parking are important and sensitive issues in the village. The responses to the questionnaires show that 90% of residents are concerned about road safety and speeding in the village but there are variations between residents about what action should be taken. For example, a significant number of residents would like road humps to be installed to reduce traffic speeds whilst some other residents are strongly oppose to these measures.
- 5.3 The study shows that some drivers are travelling at inappropriate speeds along Main Street and this should be the subject of an urgent meeting with the police. The arrangement of parking along the east side of the road exacerbates the problem in the vicinity of Shaw Terrace as drivers accelerate to avoid being delayed on this single track section of road.
- 5.4 In order to provide a long term solution to the traffic and parking problems on Main Street, a comprehensive traffic management scheme should be introduced for the section of Main Street between the junction with Sawley Road and Chapel Lane to reduce traffic speeds and improve the flow of traffic. A possible scheme has been included in the report (and will be on display at the Parish Council AGM). The proposed scheme retains 150 metres of kerbside parking which will accommodate approximately 30 cars (current parking levels are between 20 - 30 at busy times). The scheme involves parking controls (yellow lines) and areas where parking is allowed. A priority traffic system is proposed near Shaw Terrace to reduce traffic speeds and improve conditions for drivers at this location.

- 5.5 In addition to a comprehensive traffic management scheme, it is recommended that a small (20 space) car park is investigated on land adjacent to the electricity sub-station or on land owned by the Woodland Trust (behind the 'Duke of York' PH). RVBC has a responsibility to provide off street car parks in the Local Transport Plan (LTP) for Lancashire and the Council has indicated in the LTP that it will provide car parks for the picturesque villages of the Ribble Valley which attract visitors and ramblers etc.. The utilisation of the garages that are rented by RVBC should also be reviewed to ensure that they are used efficiently for parking. Applications for new leases should be prioritised by the Parish and Borough Council to minimise the parking problems on Main Street.
- 5.6 The study has highlighted a number of significant traffic and parking problems on Main Street and a comprehensive traffic management scheme has been designed to address these problems. Other measures have also been put forward to alleviate the traffic and parking problems on Main Street. It is recommended that the Parish Council and residents support the proposals and they are taken forward with the Borough and County Councils.

APPENDIX 1

Questionnaire

APPENDIX 2

Results of the Residents Questionnaire

PROPOSED TRAFFIC MANAGEMENT SCHEME

The following plans show a comprehensive traffic management scheme to provide a long term solution to the traffic problems on Main Street between the junction with Sawley Road and Chapel Lane. The following symbols are used on the plans :

Existing bus stop box

Area for on-street parking

Red bar markings (to slow traffic)

Double yellow lines

Priority traffic system

Possible footway area for pedestrians