

**THE BOROUGH OF WARRINGTON (TRAFFIC MANAGEMENT) (CIVIL ENFORCEMENT) CONSOLIDATION**  
**(AMENDMENT NO. 38) ORDER 2021**

**STATEMENT OF REASONS**

**Belmont Avenue / Kingsway South, Latchford.**

Following the closure of the junction of Kingsway South and Belmont Avenue it is deemed necessary to amend the wording of the Traffic Regulation Order. The physical extents of the restrictions on site remain unaffected and the modification is for administrative purposes only.

**London Road / Bridgewater Mews, Stockton Heath.**

It has been brought to the attention of Warrington Borough Council that there is growing concern relating to reduced visibility for vehicles leaving Bridgewater Mews when joining London Road. It is therefore deemed necessary to prohibit waiting and loading/unloading to the south of the access to improve visibility.

**Crouchley Lane, Lymm.**

Particularly during the lockdown period as a result of the Covid-19 pandemic and during the summer months motorists commonly park on Crouchley Lane and walk to Lymm Dam. The existing car park is relatively small and overflow parking is common on Crouchley Lane. The carriageway and footway (west side only) is already narrow and vehicles park either wholly within the road or half on the footway/half within the carriageway. This presents a hazard for pedestrians trying to pass and potentially walking within the carriageway or results in vehicles meeting head on and subsequently reversing to find a gap. There is also a tight bend heading towards the Rugby Club which significantly reduces forward visibility. Farm and agricultural vehicles are also common. It is therefore deemed necessary to prohibit waiting between the car park access and Manor Road.

**Farnworth Road, Penketh.**

Residents of property numbers 5-17 Farnworth Road regularly encounter difficulties parking in the vicinity of their properties following the construction of the Penketh Court development. Visitors and/or care workers frequently use this short section of unrestricted carriageway to park for 2-3 hours preventing residential parking and loading / unloading. It is therefore deemed necessary to introduce a Traffic Regulation Order (TRO) to reserve the section of carriageway outside their properties solely for their use in the absence of any off road parking. The proposal will only provide permits for property number 5 – 17 Farnworth Road and will be operative 24 hours per day, 7 days per week.

**Knutsford Road / Georges Crescent (Both junctions), Grappenhall.**

The proposed measures at the junction of Knutsford Road and its most western junction with Georges Crescent are to improve visibility for vehicles entering and exiting the junction. It is also to prevent pavement parking which reduces the available footway width. The remaining measures at the eastern most junction and on Knutsford Road are to resolve an administrative error within the Consolidation Order. This includes the Mairesfield Avenue junction and outside the shops. The markings will not be affected on site.

**Hawthorne Avenue / New Cut Lane, Woolston.**

The proposed measures are to ensure vehicles entering and leaving the Warrington Borough Council's Woolston Depot are not impeded or obstructed from undertaking their maintenance duties by parked vehicles visiting the new local shopping store.

### **Ireland Street, Orford.**

As a result of an adjacent large scale commercial premises there is a high demand for on street parking in the vicinity of Ireland Street and South Avenue. It is deemed necessary to introduce a Traffic Regulation Order (TRO) to prohibit waiting on both sides of Ireland Street on the approach to the junction with South Avenue. The TRO is to ensure visibility for vehicles approaching the junction in an easterly direction and provide sight lines for drivers turning left or right into Ireland Street from South Avenue.

### **London Road, Stockton Heath - Disabled Persons Parking Place (DPPP).**

As a result of the COVID-19 pandemic and subsequent lockdown period a temporary DPPP was located in the existing limited waiting bay outside property numbers 31-41 London Road. The bay provided convenient parking for blue badge holders to visit the nearby chemist. Following consultation it has been considered helpful and well utilised. It is therefore intended to introduce the bay on a permanent basis.

### **Museum Street, Town Centre.**

The proposed measures are to provide additional, dedicated parking spaces for marked police vehicles to undertake their duties and respond to emergency situations at short notice.

### **Padgate Lane / Manchester Road / Gorse Lane.**

In order to ensure visibility to and from approaching vehicles travelling in either direction on Padgate Lane it is deemed necessary to prohibit waiting at any time and loading/unloading on the east side of Padgate Lane. It is also to maintain access for customers and deliveries/servicing vehicles to the commercial units.

### **St.Peter's Way.**

There are two DPPP's located in the corner of St.Peter's Way outside property numbers 292 & 294. The properties within this short cul-de-sac off St.Peter's Way are not afforded off street parking and on street parking is common. Access to or egress from the DPPP's can be difficult as a result of adjacent parked vehicles. It is therefore deemed necessary to prohibit waiting at any time and loading/unloading on a very short section to facilitate access/egress to the DPPP's.

### **White Street, Town Centre.**

The proposed 20 minute limited waiting bay is to provide assistance for customers to use the Sandwich Shop and any other nearby businesses. There are currently very limited opportunities within the Bank Quay Station area to collect goods as the surrounding streets are restricted within the Bank Quay Residents Parking Scheme.