

Part I

Electoral Division affected:
Preston Rural

Closure of eastern end of D'Urton Lane, Preston to motorised traffic
(Appendices 'A' - 'C' refer)

Contact for further information:

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Executive Summary

D'Urton Lane is a narrow, traffic-calmed, residential lane, which is also part of the Guild Wheel cycle route. The eastern section has a speed limit of 20mph. In accordance with the planning conditions for construction of the Broughton Bypass, a scheme has to be submitted and approved to manage traffic at this location, including measures to prevent motorised traffic using it. This is to avoid the lane becoming a short-cut for drivers wishing to avoid the M55 J1 traffic signals. A proposal has been advertised and consulted upon to make a traffic regulation order prohibiting driving on D'Urton Lane. The formal consultation has resulted in one objection which is addressed in the body of this report.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve the proposed Prohibition of Driving traffic regulation order which will have the effect of enabling D'Urton Lane to be closed to through traffic.

Background and Advice

As part of the planning conditions governing construction of the Broughton Bypass, a scheme has to be submitted and approved to manage traffic at this location on D'Urton Lane and to prevent motorised traffic using D'Urton Lane as a short-cut between the Bypass and Eastway. The preferred scheme is to prohibit motorised traffic by means of a traffic regulation order and the optimum position for this has been decided as being at its eastern end, close to its access onto Eastway at the roundabout. This is because there is existing Highway land here on which a turning head can be created at minimum cost. The lane will be closed by constructing a hard-surfaced raised area between two rows of kerbing. Reflective bollards will be positioned on the raised area to ensure that it is visible to traffic. Appropriate signing will also be erected to inform drivers of the closure. Access across the raised area will be created using dropped kerbs, for cyclists using the Guild Wheel Cycle Route.

This proposed design is shown at Appendix 'B'. The draft order for the closure is shown at Appendix 'D'

Consultations

Local residents and other statutory consultees were formally consulted on the proposed closure via advertisement in the local press, and notices erected on site between 21 October and 18 November 2016.

One objection and one letter of support were received.

Objection:

A local resident stated she wished to know the planned timetable for the proposed closure at the eastern end of D'Urton Lane. She is concerned that after the closure all residents living on the lane will have to use Garstang Road to access Eastway and the City Centre.

She also feels that considering the impact on residents, the advertising of the proposal was completely unsatisfactory and that there should have been a mailshot to all affected residents.

Response:

The closure of the eastern end of D'Urton Lane will only be implemented when the new Bypass opens, which is currently expected to be in August 2017. This closure is the preferred method to restrict through traffic from using D'Urton Lane, which would secure compliance with Condition 9 of the Planning Permission for the Bypass.

These conditions were imposed by the local Planning Authority before construction of the Bypass could commence. Appendix 'C' refers.

After August 2017, access to Eastway from D'Urton Lane and vice-versa will be via the D'Urton Lane Link Road, Broughton Bypass and A6 Garstang Road. By late 2017, an additional link road will be opened which will run direct from just east of the M55 motorway overbridge on D'Urton Lane to Eastway, and will enable a shorter journey. It will be completely funded by a s278 agreement with the developer of the current housing development between Eastway and D'Urton Lane. These alternative routes are shown on the plan at Appendix 'A'.

The site notices were in position continuously from 21 October 2016 to 18 November 2016 inclusive, and advertised in the local press on 21 October. This is the procedure for highway changes which need a Traffic Regulation Order and is set out in statute and regulations which in addition requires certain organisations, such as the police and ambulance service, to be consulted. The authority has no option but to follow this procedure if the Traffic Regulation Order is to be enforceable. The proposed closure of D'Urton Lane has also had previous publicity as part of the debate relating to planning conditions for construction of the Bypass.

In Support

One message of support for the proposal was received, from a resident who has lived in D'Urton Lane for nearly 30 years. He is convinced that if left open, the lane would become an even greater rat-run once the Bypass is completed. He states it is clearly necessary to stop motorised access at the east end of the lane. He wholeheartedly supports the proposal.

Implications

This item has the following implications, as indicated:

Financial

The closure will be constructed from the budget allocated for the Broughton Bypass – finance code CHA1E0253 with an estimated cost of £15,000.

Legal/Risk management

A scheme to manage traffic at this location, to include measures to prevent motorised traffic using D'Urton Lane, is required by condition 9 of the approved planning permission which governs construction of the Broughton Bypass. A traffic regulation order to prohibit motorised traffic at this location would enable that condition to be complied with.

The closure will also positively impact on users of the Guild Wheel as it will reduce traffic on D'urton Lane.

Traffic Management

If the closure is not implemented when the Bypass is complete, the residents of D'Urton Lane and any cyclists using the Guild Wheel Cycle Route will be exposed to higher volumes of traffic potentially exceeding the speed limit – thus creating an unsafe situation which is likely to lead to an increase in collisions and injuries.

List of Background Papers

Paper	Date	Contact/Tel
CHA1E0253 Broughton Bypass File	2016	Martin Sephton/ (01772) 533717

Reason for inclusion in Part II, if appropriate

N/A