

Report to the Cabinet

Meeting to be held on Thursday, 12 October 2017

Report of the Head of Service Highways

Part I

Electoral Divisions affected:
Preston North; Preston Rural;
and Wyre Rural East

Amendment to existing Speed Limit and Introduction of new speed limits, weight restriction and Bus Lane on Garstang Road, Whittingham Lane and Woodplumpton Lane, Broughton (Appendices 'A' and 'B' refer)

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Executive Summary

As part of the Broughton Bypass and Broughton Village Corridor schemes, and following investigations and a public consultation, a reduction of existing speed limits, a weight restriction through the village and the introduction of a Bus lane have been proposed on the roads detailed within this report. The proposals are put forward in order to reduce pollution, noise, congestion and bus journey times and improve safety.

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet is recommended to approve the proposals for the reduction of the speed limits, introduction of a weight restriction and the implementation of a bus lane on the roads detailed within this report and as set out in the schedules and plans contained within Appendices 'A' and 'B'.

Background and Advice

The proposed Traffic Regulation Order (TRO) is being sought as part of a package of works involving the construction of the Broughton Bypass and upgrade of the Broughton Village highway network. The new Bypass is being constructed to reduce congestion and pollution through the village of Broughton and improve journey times for north-south traffic flows through the provision of the bypass.

As part of the package of works additional measures are proposed which would encourage motorists to use the new Bypass upon its completion.

The proposed 20mph limit and introduction of a weight limit will make this a less attractive route for through traffic whilst reducing overall speeds and HGV movements along the village corridor. This will help to reduce pollution and congestion and improve safety for local residents. The Bus Lane at the southern extent of Garstang Road will improve public transport journey times and restrict right turn movements for motorists travelling south, so encouraging motorists to access the south via the Broughton Bypass.

These measures will also enhance the effect of the subsequent streetscape remodelling in the village.

Consultations

The proposed Order was advertised in the local newspaper and notices were placed at appropriate locations along the length of the route during the consultation period of 25 August 2017 to 22 September 2017.

During the consultation period three objections and three queries were received. One query, from a local resident in Garstang, related to whether the County Council would be able to reduce the existing 40mph speed limit through Barton to 30mph. The second query, from Broughton Parish Council, asked if the proposed 20mph speed limit on Woodplumton Lane could be extended to cover Broughton High School.

The final query, from Councillor Thompson, queries if the speed limit on Station Lane could be assessed due to the increase in 'rat-running' resulting from the changes to the highway layout.

The basis of the three objections are set out below:

- 1) A resident of Barton objects to the 40mph speed limit through Barton. They feel that the current speed limit is unsafe and not in line with current DfT guidance. They also consider that the current speed limit is not being enforced, further endangering local residents. The resident would like the speed limit to be reduced to 30mph in keeping with other village speed limits within the district.
- 2) Councillor Smith, Preston Rural North, also raised an objection to the proposal on the grounds that the speed limit through Barton should be reduced to 30mph. The objection was made on the grounds that the current 40mph speed limit is dangerous due to the increasing volumes of traffic.
- 3) The final objection has been received from Barton Parish Council. The objection is to the 40mph speed limit continuing through Barton. The parish council would like the speed limit through Barton to be reduced to 30mph to

improve the safety of local residents and align speeds through the village with those of neighbouring villages.

County Council's Response to the Objections

All objections received related to the speed limit through Barton. The existing speed limit through Barton is 40mph. The proposals put forward do not seek to increase nor decrease the speeds through the village. The amendments to the 40mph speed limit relate to the southern boundary of the 40mph speed limit. The existing extent of the 40mph speed limit to the north of Broughton, and south of Barton, will be reduced slightly due to the introduction of the 20mph speed limit through Broughton. The speed limit has been altered to accommodate changes brought about by the construction of the Broughton By-pass.

The speed limits along the A6 were reviewed in 2008 under the speed limit review and the current speed limits were deemed suitable. The introduction of the by-pass has changed the nature of some sections of the A6 however the majority of the areas receiving objections are outside of the immediately effected area. As it has been 9 years since the detailed speed limit review and given the level of concern raised by residents, and their representatives of Barton, Lancashire County Council Highways department have confirmed that an assessment of the current speed limit through Barton will be undertaken. This review will take place after the Broughton by-pass has been opened to the public, so that its impact on through traffic speeds can be taken into consideration. Any advice notes and legislative changes that have occurred since the last review will also be taken into consideration during the assessment process. If, as a result of this assessment, it finds that a lower speed limit is appropriate then the reduction will be pursued through the normal Traffic Regulation Order process. At this time the introduction of the speed limits as advertised is recommended to allow this more complete assessment to be undertaken.

Implications:

This item has the following implications, as indicated:

Risk management

If the scheme does not go ahead the potential road safety and environmental benefits of this scheme will not be realised.

Financial

The scheme would be funded from the resources set aside in the Broughton Congestion Relief allocation within the City Deal Programme, at an estimated cost of £6,700 (£5,600 Speed Limit/Weight Restriction - £1,100 Bus Lane Signs/Markings)

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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