

Report to the Cabinet

Meeting to be held on Thursday, 9 August 2018

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Preston Rural;

A6 Corridor Works, Broughton, Additional Measures

(Appendices 'A' and 'B' refer)

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Executive Summary

The renewal of planning consent granted for Broughton Bypass included a condition that proposals be developed for cycling, walking and environmental enhancements along the existing A6 Garstang Road, Broughton.

Whilst a scheme has previously been approved by Cabinet, additional measures are now proposed. This report will describe the background to these measures and summarise the results of a public consultation.

Recommendation

Cabinet is asked to approve the additional measures along the existing A6 Garstang Road, Broughton, as indicated below:

- (i) A road narrowing with priority to eastbound traffic and associated relocation of a bus stop, Whittingham Lane, Broughton, as shown at Appendix 'A'.
- (ii) An additional length of footway and a cycle track with right of way on foot, Garstang Road, Broughton, as shown on Appendix 'B'.

Background and Advice

Planning consent for the construction of Broughton Bypass was renewed in December 2013. A condition required that a scheme of environmental enhancement and traffic calming be implemented along the existing A6 Garstang Road through Broughton village. Following a value engineering exercise, proposals were approved by Cabinet in January 2018 and the Planning Authority in April 2018.

Whilst the main works commenced on site during July 2018, some advanced measures were implemented in October 2017. Traffic signal control at Broughton crossroads was replaced with a give-way junction more conducive with the significantly reduced traffic flows observed after the bypass opened, together with implementation of a 20 mph speed limit through the village.

Following implementation of these measures, the county council has been made aware of several road traffic collisions at Broughton crossroads. A minority of drivers are failing to observe the give-way layout with some vehicles travelling at speeds in excess of the 20 mph limit. In response to these issues, a speed survey was carried out at the crossroads and additional temporary traffic signs and road markings have been installed. The following additional permanent measures are now proposed to be carried out by the highway authority under permitted development rights;

- Road narrowing and priority traffic system on Whittingham Lane (see Appendix 'A')

This will provide priority to eastbound traffic, thereby reducing the speed of westbound vehicles towards Broughton crossroads. A cycle bypass will be provided for westbound cyclists. Relocation of the existing westbound bus stop will also be required.

- A cycle track, with right of way on foot, on the west side of Garstang Road (see Appendix 'B').
- A footway, on the west side of Garstang Road (see Appendix 'B').

The additional cycle track and footway has value in its own right although it's associated with being an alternative bypass for a proposed bus gate which will further reduce the amount of through traffic using Garstang Road thereby reducing the risk of collisions at Broughton crossroads. The bus gate will be subject to a separate legal process, advertising and consultation, the outcome of which may necessitate a further report to Cabinet in due course.

The proposals will allow northbound cyclists to bypass the bus gate. In addition, or in any event should the bus gate not be approved, they will provide a continuous route for pedestrians along the western side of Garstang Road to an existing toucan crossing north of the roundabout with James Towers Way.

The cycle track with right of way on foot will be 3.0 metres wide, this is considered adequate width for cyclists and pedestrians to safely share.

Consultations

The proposals were subject to local consultation through information sent to residents, concerns raised are summarised below. Broughton Parish Council offered support for the proposals on Whittingham Lane. Lancashire Police and the local county councillor raised no objections. A representative of Cycling UK raised one

concern and several issues relating to detailed design, these will be considered further should the proposals be approved by Cabinet.

Concerns raised

- Relocation of the westbound bus stop will cause a loss of privacy and buses will restrict access to a driveway.
- The priority system on Whittingham Lane should be located closer to Broughton crossroads.
- The proposals will cause congestion on Whittingham Lane, prevent free access for vehicles turning right from Willow Tree Avenue and may cause additional collisions.
- Traffic signal control should be reinstated at Broughton crossroads.
- Cycle track should extend south to Broughton crossroads.

Officer comments

Services at the bus stop are infrequent and passenger numbers are low. The existing location is incompatible with the proposed road narrowing and priority system. The new location would allow for a raised boarding area to be provided, thereby assisting mobility impaired passengers and those with push chairs. This would not be possible at the existing bus stop. There are driveways affected but there are driveways affected by the existing bus stop and at both locations the queueing traffic at the former traffic lights has gone.

The priority system location is considered suitable as it will not obstruct driveways and is within the existing 20 mph speed limit. It is also outside the area due to receive a public realm upgrade, within which a traffic calming feature of this type would be incongruous as the upgrade will involve a minimal amount of traffic signs and natural stone kerbs and footways.

A consequence of reduced vehicle speeds is that some delay will exist, at peak times this may result in minor delays to traffic turning right from Willow Tree Avenue. Traffic signs and road markings will be provided to indicate priority and adequate visibility will exist towards on-coming traffic, thereby reducing the risk of collisions.

After Broughton Bypass opened to traffic, the traffic signals were switched off as they were causing unnecessary delays. Most drivers are now familiar with the new layout and re-introduction of traffic signals may lead to confusion. Further improvements to the junction will be made during the forthcoming public realm improvements. The measures proposed in this report are not premature and will calm traffic at the cross roads in conjunction with the public realm improvements.

The cycle track is primarily to enable northbound cyclists to bypass the proposed bus gate. Based on the vehicle flows and speeds expected once the A6 Corridor Works are complete, guidance from Sustrans, the sustainable transport charity, is that cyclists should use the main carriageway. Extension of the cycle track beyond that necessary to bypass the bus gate is therefore not required.

Implications:

This item has the following implications, as indicated:

Risk management

In conjunction with the forthcoming public realm improvements, the measures proposed for Whittingham Lane are designed to reduce vehicle speeds on approach to Broughton crossroads. Without such additional measures, vehicle speeds may continue to be excessive, thereby increasing the risk that collisions may continue to occur.

Financial

The estimated cost of the measures described in this report is £28,000 and can be contained within the overall funding available for the project.

Legal

Traffic calming features such as proposed for Whittingham Lane are provided by the Highway Authority under Section 90G of the Highways Act.

New footways, such as footway length A on Garstang Road, are provided under Section 66 of the Highways Act.

Under Section 65(2) of the Highways Act, the Highway Authority may remove a cycle track previously constructed by them under the same section, as is required in relation to cycle track length B.

Under Section 66 of the Highways Act, the Highway Authority is under a duty to provide proper and sufficient footways, for use on foot only, by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. In the case of cycle tracks lengths A and B, it is considered that a discrete footway for pedestrians only is not necessary as the proposed cycle tracks will include a right of way for pedestrians and be wide enough for cyclists and pedestrians to safely share.

List of Background Papers

Paper	Date	Contact/Tel
Broughton Bypass, Planning Condition, Public Consultation on the Proposed A6 Improvement Works	March 2015	David Davies (01772) 534495
Approval for Highway Works at A6 Garstang Road, Broughton, Preston	March 2016	David Davies (01772) 534495
A6 Corridor Works, Broughton	January 2018	David Davies (01772) 534495
Reason for inclusion in Part II, if appropriate		
N/A		