

Report to the Cabinet Member for Highways and Transport
Report submitted by: Head of Service Policy, Information and Commissioning
(Live Well)
Date: 14 July 2016

Part I

Electoral Divisions affected:
Bamber Bridge and Walton-
le-Dale and South Ribble
Rural East

Approval for Highway Works in Bamber Bridge, South Ribble
(Appendices 'A' and 'B' refer)

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Executive Summary

Approval is sought to undertake the proposed highway improvement works in Bamber Bridge Local Centre as shown on the attached plan at Appendix 'A'.

Improvements to the Bamber Bridge local centre are identified as an early activity under the Infrastructure Delivery Plan for the Preston, South Ribble and Central Lancashire City Deal. Once the proposals are approved, the County Council will be in a position to construct the improvement works along Station Road in summer 2016.

The improvements to Bamber Bridge Local Centre have been identified as part of the Central Lancashire Highways and Transport Masterplan. Bamber Bridge forms part of the wider Bamber Bridge to Preston City Centre Public Transport Priority Corridor which will see improvements to public transport, cycling and walking over the ten year City Deal period.

A total of six public consultation events, five of which were attended by officers, were held across a 4 week period in January and February 2015. Feedback forms were provided and opportunities to comment on the proposals were made available through the South Ribble Borough Council website.

The consultation received a total of 78 responses. A Consultation Report, presented at Appendix 'B', summarises the comments received and responds to these. None of the issues identified through the consultation impede the progression of the improvement works at this stage.

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

Recommendation

The Cabinet Member for Highways and Transport is asked to approve that the proposals for the Bamber Bridge local centre as shown in the plans at Appendix 'A' be implemented and the detailed design phase commenced.

Background and Advice

The Central Lancashire Highways and Transport Masterplan (CLTM) was published in March 2013 and provides the basis for determining future transport investment priorities across Preston, South Ribble and Chorley. As part of the CLTM, eight key bus corridors and local centres were identified for improvements to public transport and measures to promote walking and cycling. Bamber Bridge is one of the local centres identified and is part of a wider north-south corridor running between Bamber Bridge and Preston City Centre.

Bamber Bridge consists of a mix of commercial and residential uses. The area is dominated by traffic, and as a result, pedestrians are marginalised and the economic and social functions of the local centre are secondary to the transport function.

The aim of the local centre improvements is to prioritise pedestrians, cyclists and public transport users over motorists where possible and improve connectivity and ease of movement. The intention is to give more dedicated highway space to buses, cyclists and pedestrians and develop a sustainable transport network that will support economic development in the local area. The proposals aim to transform Bamber Bridge into a place that supports economic and social regeneration, will give a sense of place to meet the needs of its community and fulfil local transport requirements.

In particular, the local centre proposals presented at Appendix 'A' will:

- Widen and improve existing footways and pavement areas to create a more attractive public realm;
- Provide new tree planting and lighting along the scheme corridor;
- Improve pedestrian crossings throughout the local centre;
- Provide key junction improvements within the scheme boundary including enhanced pedestrian crossings;
- Improve existing bus stops/shelters;
- Cycling Improvements (including potential to improve wider network connections, improved junction signs and crossings and new cycle stands and signage);
- Improved parking/loading areas;
- Reduce/remove street clutter such as signs, barriers etc. where possible.

The area under consideration begins at the junction of Station Road and Mounsey Street and extends to the roundabout at Longbrook Avenue. The study considers the B6258 Station Road and immediate area.

This is a slight expansion of the local centre boundary identified in the adopted South Ribble Local Plan 2012-2026.

This expansion (northwards from Saint Mary's Road to Longbrook Avenue and southwards from Sergeant Street Mounsey Road) provides the opportunity to provide junction improvements at the Browndegge Lane junction and a bus/rail interchange at Bamber Bridge Station.

Preston, South Ribble and Lancashire City Deal

The Preston, South Ribble and Lancashire City Deal was signed in September 2013 and provides a financial structure to deliver the proposed highway improvement scheme.

In May 2015 a programme for delivery, presented in the City Deal Infrastructure Delivery Plan (IDP) for 2015/18 was endorsed by the Cabinets of the 3 Local Authorities and approved by the City Deal Executive. The IDP timetable programmes the development and approval of the Bamber Bridge local centre improvement works during the 2015/16 financial year.

Consultations and Responses to main issues raised

A 4 week period of public consultation took place during January and February 2015. A series of events were held in the local area and affected communities, landowners and parish councils were engaged. Display boards were made available to view during normal opening hours at Bamber Bridge Methodist Church between 15th and 24th January, at Bamber Bridge Library between 26th and 30th January, and at the Civic Centre in Leyland between 2nd and 12th February.

Access to plans was also provided on the South Ribble Borough Council website during the consultation period.

78 responses were received during the consultation. The full consultation report is included at Appendix 'B'. The main issues to emerge through the consultation and a summary response for each include:

- **Cycling and Cycling Improvements**

The omission of dedicated cycle lanes was a concern for many who responded as part of this consultation. It was also felt that narrowing the carriageway would make Station Road more dangerous for cyclists. There was a general perception that the scheme did not cater well for cyclists or encourage people to cycle.

Based on forecast traffic flows and vehicle speeds along Station Road, the provision of cycle lanes or cycle segregation is not considered beneficial in line with design

guidance. Based on comments received, it is proposed that cyclists will be able to cycle off the carriageway.

Consideration will also be given to improving the parallel cycle route which connects Brownedge Road to Cycle Route 55 at Cuerden Way and interconnectivity from it to Station Road using the lightly trafficked streets between the two routes.

Cycling improvements and facilities will be considered in detail at the design stages and will include input from relevant cycle officers and forums.

- **Landscaping and Public Furniture**

Tree planting and improved public furniture was welcomed by many. Despite this, concerns were raised about the potential for vandalism, graffiti and general build-up of detritus particularly in front of shops that may result from the inclusion of seating areas and tree planting. Some of those who responded also felt trees could reduce the level of day light on shop frontages.

The power to plant in highway is in the Highways Act 1980 and for this scheme it will be the South Ribble Borough Council exercising this power with County Council consent under Section 96 of the Highways Act 1980. The South Ribble Borough Council will maintain the trees and replant any which are lost.

In an effort to limit any potential damage to newly planted landscaping, mature trees will be planted that are capable of withstanding vandalism should such incidents occur. The exact location of tree planting will be identified at the detailed design stage but approximate positions are shown on the plan at Appendix 'A'. The aim will be to provide landscaping that complements the proposed streetscape and existing architectural lines.

- **Parking/Servicing areas including enforcement**

In general there was a desire to see more parking included in the scheme. The need to provide parking for residents and service bays for shop deliveries were prominent comments. The provision of disabled parking was also questioned.

Parking detail will be considered at the detailed design stage. The need for residential parking in Bamber Bridge is acknowledged and a suitable mixture of parking that caters for both residents and visitors to the area will be provided. An appropriate level of disabled parking will also be included within the scheme.

Public realm survey data has been gathered in the local centre area through which regular vehicle stopping/loading locations were identified. Survey data and further discussion with local businesses will assist in the identification of service bay provisions during the detailed design stage.

- **Scheme Boundary/Scope of works**

Some comments expressed a desire to see the works expanded further south of Mounsey Road to the Hob Inn which was seen as an ideal entrance to the village

and to consider extending the project to include St Saviour C of E Church and the new housing at the site of the old mill.

Additionally comments were received suggesting that additional community facilities such as a youth zone, public toilets and activities for the over 60's should be included.

At this stage the availability of funding limits the extent of the scheme. By focusing on the defined local centre a higher quality of improvement works to Bamber Bridge can be delivered. The provision of community facilities falls outside of the remit of the scheme however it is hoped that these works will lead to further improvements in the area.

Implications:

This item has the following implications, as indicated:

Risk management

If the proposal is not approved, this will mean that the delivery deadlines identified within the Preston, South Ribble and Lancashire City Deal IDP will not be achieved.

The proposals will increase safety for cyclists. The conversion of footway to cycletrack for both pedestrians and cyclists is of a width that is wide enough to safely accommodate both pedestrians and cyclists.

Financial, Legal, Property

The total cost of the works is £3.35m and will be funded through funding secured through the Preston, South Ribble and Lancashire City Deal Infrastructure Delivery Fund.

The legal procedures to change a footway to a cycle track are under Section 66 of the Highways Act 1980 to remove the footway and under Section 65 to construct a cycle track, although this may involve little actual physical work at some locations.

Under Section 66, the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. If it is considered that discrete footways for pedestrians only are no longer necessary the proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

A decision to remove footways and replace them with cycle tracks with a right of way on foot should be made with proper consideration of the implications for the safety and accommodation of pedestrians. Such proper consideration will be made.

The planting in highway by the South Ribble Borough Council under Section 96 of the Highways Act 1980 prescribes the liabilities passing to the South Ribble Borough Council.

The authority doing works on privately owned areas will have permission to access granted by the agreements with the owners.

List of Background Papers

Paper	Date	Contact/Tel
Infrastructure Delivery Plan 2015/18, Preston, South Ribble and Lancashire City Deal	September 2015	Jane Johnson/01772 534374

Reason for inclusion in Part II, if appropriate

N/A