

Report to the Cabinet

Meeting to be held on Thursday, 12 April 2018

Report of the Head of Service Highways

Part I

Electoral Division affected:
Rossendale East;

Lancashire County Council (Burnley Road, Bacup, Rossendale Borough) (Prohibition of Right Turn) Order 201*

(Appendix 'A' refers)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Highway Regulation - Community Services

chris.nolan@lancashire.gov.uk

Executive Summary

A Traffic Regulation Order is required to enable the Bacup Townscape Heritage Initiative public realm improvement scheme, approved by Cabinet in February 2018, to operate as designed and with the aim of ensuring safe and efficient operation of the public highway.

Recommendation

The Cabinet is asked to approve the proposal for the introduction of a prohibition of right turn from Burnley Road onto Market Street as detailed within this report and as set out in the schedule and plan contained within Appendix 'A'.

Background and Advice

The Bacup Townscape Heritage Initiative, promoted by Rossendale Borough Council, is a public realm improvement scheme proposed for the town centre focused around St James Square and associated side roads.

The overall scheme was approved by Cabinet in February this year following a number of public and stakeholder consultations. The prohibition of right turns from Burnley Road was outlined within the approved proposals as shown within Appendix 'A'. Formal consultation for the requisite traffic regulation order has now been completed.

The making of this order is integral to ensuring that the option presented within the approved scheme is deliverable and enforceable.

Consultations

The proposed Order was advertised in the local newspaper during the consultation period of 15 December 2017 to 12 January 2018. Notices were displayed on site and the divisional county councillor consulted. The divisional county councillor raised no objections.

Relevant objections:

During the consultation period two objections were received. Whilst both objections raised several point of concern only the issues specifically related to the scope of the proposed Traffic Regulation Order have been detailed and addressed within this report. The remaining concerns relate to the cost implication of the Bacup Townscape Heritage Initiative scheme and the perceived excessive provisions for pedestrians.

Issues raised within the objections relevant to the proposed Traffic Regulation Order are as follows:

- Both respondents consider that the existing junction operates effectively now and thus no changes are required.
- There was a concern over the loss of segregation between right and left turning traffic from Burnley Road and the envisaged longer queue lengths along Burnley Road heading south resulting from the proposals.

Officer Comments

At present right turning vehicles from Burnley Road utilise a dedicated right turn lane. The proposed order prohibiting a right turn enables the introduction of parking areas, realignment of kerbs and traffic islands in its vicinity.

This new alignment requires vehicles exiting Burnley Road to turn left, and circulate around the central island and exit via Market Street. The removal of the right turn facility and subsequent prohibition of right turns stimulates the free flowing of vehicles from St James Square southbound along Market Street.

Detailed traffic modelling has been carried out in order to assess the effects the proposed changes will have on the projected future flow of vehicular traffic through the junction. The modelling shows that the proposed junction layout would be more effective at reducing delays on the highway network than the existing junction arrangement.

Modelling junctions to deal with future vehicle flows is an important factor in ensuring a sustainable highway network for the future, given the projected increase in vehicles on the county's roads.

It is acknowledged that there is a loss of segregation between the left and right turn lanes from Burnley Road. The model shows that although there is loss of segregation, and subsequently the queue lengths are increased proportionately on

the left turn lane, the positive impact of the removal of the right turn lane means that vehicles exiting St James Square on to Burnley Road relieves junction congestion. This makes for a more effective junction overall, as the effects of this change are wide reaching, affecting all approach and departure routes.

Implications:

This item has the following implications, as indicated:

Risk management

Should a decision be taken not to make the proposed Traffic Regulation Order, the design ethos and junction model for the wider scheme would be compromised and this would have a negative impact on the cost and delivery of the project overall.

Financial

The Traffic Regulation Order can be funded from the agreed Bacup Townscape Heritage Initiative public realm improvements and as such there is no additional financial implication for the county council.

List of Background Papers

Paper	Date	Contact/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A