

Report to the Cabinet

Meeting to be held on Thursday, 10 June 2021

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Leyland South;

Proposed Traffic Regulation Orders and Toucan Crossing on Golden Hill Lane and Chapel Brow, Leyland

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

This report outlines proposals to introduce amended parking restrictions on Chapel Brow, a no right turn at the top of Chapel Brow onto Golden Hill Lane, part conversion of Chapel Brow to two-way traffic and a new Toucan Crossing across Golden Hill Lane, Leyland.

Consultation and formal advertising of the proposals has been undertaken and a number of objections have been received.

Recommendation

Cabinet is asked to approve the proposals to introduce amended parking restrictions on Chapel Brow, a no right turn at the top of Chapel Brow onto Golden Hill Lane, part conversion of Chapel Brow to two-way traffic and a new Toucan Crossing across Golden Hill Lane as set out in the plans attached at Appendix 'A'.

Background and Advice

Proposals have been developed with the aim to reduce/prevent the number of collisions involving cyclists at the northern end of Chapel Brow. The collisions follow a pattern with right turning vehicles from Chapel Brow colliding with cyclists travelling downhill from Station Brow to Golden Hill Lane.

The proposal removes the permission for traffic to turn right out of the top of Chapel Brow. However, to aid traffic movements, especially for local residents, it is also

proposed to make Chapel Brow two-way south from Fleetwood Street. These proposals will result in minor changes to the current on-street parking arrangements; overall only one parking bay will be lost. It is hoped that this proposal will reduce through traffic and make Chapel Brow a more pleasant environment for pedestrians, cyclists and business customers thereby improving the local amenity. A Toucan crossing will also be introduced at the top of Chapel Brow to allow easy crossing of Golden Hill Lane/Station Brow.

An informal consultation on the proposals was carried out in August 2019. Four responses were received, all of which suggested alternative solutions. These were reviewed during detailed design and all were deemed unsuitable.

Consultations

The proposals were advertised and formally consulted upon during a four-week period in January and February 2021. This included an advertisement in the local newspaper and posting of notices on site. Letters were also delivered to all properties affected by the proposal as well as the documents being available on the council's website and being sent to specific relevant organisations and persons.

Responses

As part of the consultation, the scheme received one response supporting the Toucan Crossing and nine responses from objectors.

The points raised by the objectors are summarised below with officer response:

1. Location of the toucan crossing (1 Objector)

In response, moving the crossing would move it away from the obvious desire line for pedestrians wishing to cross a busy road, thereby discouraging its use.

2. Loss of parking/parking on residential streets (2 Objectors)

In response, the proposals have been designed to minimise loss of on-street parking. There is only a net loss of one parking space on Chapel Brow. Alternative parking is also available on the adjacent car park.

A request for Residents Only parking was received from one objector, the county council is in the process of implementing a new policy, which once implemented, a formal request can be made.

3. One way/two-way amendments will be dangerous for Chapel Brow (5 Objectors)

In response, the two-way section will provide easier egress for the residents of Fleetwood Street and Orchard Street affected by the right turn prohibition. Concerns were raised by two objectors about U-turning and the use of Fleetwood Street and Orchard Street as turning points in the two-way section. As the two-way section will be subject to a no stopping at any time order, we do not anticipate this to be a problem. This will be reviewed in a post completion road safety audit.

4. Alternative solution – reverse the one-way proposal (3 Objectors)

In response, this would only cause an increasing traffic flow down Chapel Brow as it would become a through route for traffic to access Leyland town centre.

5. Proposals will not cure the problem (2 Objectors)

In response, it is anticipated that the right turn prohibition will reduce/prevent collisions from vehicles currently failing to give way whilst turning right. This is the main cause of collisions at this junction.

6. Chapel Brow would be more dangerous to cyclists as a result of the proposals (2 Objectors)

In response, these proposals are designed to reduce/prevent collisions on Golden Hill Lane. The facilities for cyclists on Chapel Brow remain unchanged. There will be less through traffic/rat running traffic due to the right turn prohibition. Only traffic wishing to access Chapel Brow should be using the road and the two-way section is for the benefit of the residents allowing easier egress. It is proposed that supplementary warning and information signs will be erected to aid driver recognition and compliance with the scheme.

Implications:

This item has the following implications, as indicated:

Risk management

If these measures are not installed, then there is not expected to be any change in the current frequency of incidents at this junction.

Financial

The estimated cost of the proposals is £250,000 and is programmed as part of the Cycling Safety programme within the Transport block of the approved Capital programme. This programme is grant funded and has no interest payment implications for the revenue budget.

Legal

All works will occur within the highway boundary. The Traffic Regulation Order will be made under sections 1, 2, and 4 of the Road Traffic Regulation Act 1984.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A