

Report to the Cabinet

Meeting to be held on Thursday, 4 November 2021

Report of the Head of Service – Design and Construction

Part I

Electoral Division affected:
Preston Rural;

Corporate Priorities:
Supporting economic growth;

Parking Restrictions on D'urton Lane, Broughton (Appendix 'A' refers)

Contact for further information:

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Brief Summary

This report outlines a proposal to introduce a Traffic Regulation Order to prohibit parking in the vicinity of the turning head at the truncated end of D'urton Lane, Broughton. This is part of the planning conditions for James Towers Way (Broughton Bypass).

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

Only responses in conjunction with the proposed Traffic Regulation Order have been detailed in this report. Any responses for or against a proposed development nearby are outside the scope of this proposal and are not included in this report.

Recommendation

Cabinet is asked to approve the proposal for the introduction of a prohibition of waiting restriction at the truncated end of D'urton Lane, Broughton as set out in the plan attached at Appendix 'A'.

Detail

With the construction of James Towers Way (Broughton Bypass) D'urton Lane was diverted to join the A6 at a new roundabout. The existing western end of D'urton Lane was truncated with a requirement for a turning head to be formed. This part of D'urton Lane carries the Guild Wheel which is a popular cycling route. This proposal

will allow for the safe turning of vehicles and keep the truncated western end of D'urton Lane free of parked vehicles to allow the safe passage of cyclists and pedestrians.

Land off D'urton Lane was recently sold by Lancashire County Council for development. The developer is currently seeking planning permission from Preston City Council for the building of a place of worship.

Consultations

The proposals were advertised and formally consulted upon during a four-week period in February and March 2021. This included an advertisement in the local newspaper and posting of notices on site. The documents were available on the council's website and sent to specific relevant organisations and persons.

Responses

As part of the consultation the proposal received eight responses supporting the Traffic Regulation Order and 48 responses from objectors.

One response was objecting to the proposed development. This will not be detailed within this report as it is outside the scope of this project.

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

1. The Traffic Regulation Order will reduce parking provision along D'urton Lane (47 Objectors)

In response, the proposed Traffic Regulation Order is to maintain safety for vehicles, cyclists and pedestrians at the truncated end of D'urton Lane. Parking is not sought to be prohibited for the full length of D'urton Lane; it is for safety reasons at and near the turning head and on the Guild Wheel.

2. Turning Head not appropriate on an existing access and could lead to vehicle conflict (44 Objectors)

In response, at this point in time there is no planning permission for any development on the land at the end of D'urton Lane. The location of the turning head is not the subject of this report, its location was consented as part of a planning permission for the Broughton Bypass. Vehicles driving west along this part of D'urton Lane would be unable to turn round if vehicles are parked. The Traffic Regulation Order also allows for the safe passage of cyclists using the Guild Wheel.

3. The Traffic Regulation Order area only serves one residential property. Why is there a requirement to route vehicles to the end of the cul-de-sac (44 Objectors)

In response, this truncated part of D'urton Lane is part of the Preston Guild Wheel cycle route. If the Traffic Regulation Order is not implemented and development of the land takes place, parked vehicles may block the cyclists on the Guild Wheel. There are other properties on D'urton Lane, and they may have need to turn round down D'urton Lane. Again, vehicles may for

legitimate reason or erroneously drive down this part of D'urton Lane and be unable to turn round if vehicles are parked.

4. The Traffic Regulation Order could have safety implications and prejudice any future development of the land where existing access is gained directly off D'urton Lane (44 Objectors)

In response, the Highway Authority has accepted the principal of access taken from the turning head. If the land is developed in the future, an agreement known as a Section 278 Agreement will be required in order to repurpose this section of highway and create a formal access. There would still be a need to protect the junction from parked vehicles and the introduction of the Traffic Regulation Order would therefore be beneficial to any development in keeping the junction clear of parked vehicles for the safety of all road users.

5. Access is currently in use by developers' contractors. Asks that Traffic Regulation Order is only on D'urton Lane. (1 Objector)

In response, if the Traffic Regulation Order is only on D'urton Lane vehicles may park in the turning head/entrance thus blocking the egress on and off the land in question.

Implications:

This item has the following implications, as indicated:

Risk management

The Traffic Regulation Order is required to keep the turning head at the end of D'urton Lane clear of parked vehicles. This will allow the safe passage of vehicles, cyclists and pedestrians. Road safety may be compromised should the proposed restriction not be approved.

Financial

The estimated cost of these proposals is £5,000. These works will be funded from the Broughton Bypass scheme in City Deal. There is sufficient budget remaining in the approved budget to meet this £5,000 planning related commitment.

Legal

The Traffic Regulation Order will be made under the Road Traffic Regulation Act 1984 and relevant Regulations.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A