

**Report to the Cabinet**

Meeting to be held on Thursday, 6 October 2022

**Report of the Director of Highways and Transport**

**Part I**

Electoral Division affected:  
Preston Rural;

**Corporate Priorities:**  
Protecting our environment;

**Woodplumpton Village Traffic Calming Scheme - Approval of Traffic Regulation Orders**

(Appendices 'A' to 'I' refer)

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**Brief Summary**

The proposed Woodplumpton Village Traffic Calming Scheme consists of a series of road humps through the village and one chicane along Woodplumpton Road. There will also be a kerbed buildout outside Woodplumpton primary school incorporating a raised table with priority for northbound traffic, a road closure of Whittle Hill (prohibition of driving) at the junction of Whittle Hill and Newsham Hall Lane including a turning head, a new 20mph limit through the village of Woodplumpton, a new 30mph on Newsham Hall Lane, and a change of priorities at the junction of Woodplumpton Road and Newsham Hall Lane.

This report highlights the objections to the recent consultation for the Speed Limit Order, Road Humps, Chicane and the closure of Whittle Hill.

The parish council supports the scheme.

**Recommendation**

Subject to the decision elsewhere on the agenda to allocate the additional funding, Cabinet is asked to approve the proposals on Woodplumpton Road, Whittle Hill and Newsham Hall Lane, as set out in this report and in the Draft Orders and depicted on the plans as follows:

- Road humps and chicanes (Appendices 'A' to 'C').



- 20mph and 30mph Speed Limit Order (Appendices 'D' and 'E').
- Prohibition of Stopping on School Keep Clear area and Prohibition of Waiting Order (Appendices 'F' and 'G').
- Prohibition of Driving (Appendices 'H' and 'I').

## Detail

The proposed traffic calming scheme in Woodplumpton Village will provide network management and road safety enhancements and will be funded by Woodplumpton Parish Council using monies raised from local developments via the Community Infrastructure Levy. Consultation has been undertaken. Following the receipt of objections Cabinet is asked to approve the required Traffic Regulation Orders to enable the scheme to progress to delivery.

One legal advert and three Traffic Regulation Orders associated with the proposed scheme were advertised during a consultation period from 15 July to 12 August 2022 (extended to 26 August at the request of Preston City Council). These were:

### Legal Advert:

- Woodplumpton Road, Woodplumpton, Preston City (Road Humps and Chicane) LSG4/894.15165/AFR.

### Orders:

- Woodplumpton Road Area, Woodplumpton, Preston City (Revocation, 20mph and 30mph Speed Limit) Order 2022 LSG4/894.15164/AFR.
- Whittle Hill, Woodplumpton, Preston City (Prohibition of Driving) Order 2022 LSG4/894.15163/AFR.
- The Orchard, Whittle Hill Road and Woodplumpton Road, Woodplumpton, Preston City (Revocation, Prohibition of Stopping on School Keep Clear and Prohibition of Waiting) Order 2022 LSG4/894.15162/AFR.

## Consultations

Consultation was carried out between 15 July to 12 August 2022 (extended to 26 August at the request of Preston City Council). This was advertised in the local press and notices were displayed on site at various locations on Woodplumpton Road, Newsham Hall Lane and Whittle Hill. Divisional county councillors were consulted along with the county council's usual consultees; and the consultation documents were posted on the council's website.

## Objections

A total of four objections were received. One relating to the Road Humps legal advert; two relating to the 20mph and 30mph speed limits advertised orders; and one relating to the Whittle Hill Road closure advertised order. These are set out below:



*Legal Advert:*

**Woodplumpton Road, Woodplumpton, Preston City (Road Humps and Chicane) LSG4/894.15165/AFR – One objection**

- i) The objection relates to the new humps replacing the chicanes. The objector states these are not needed because they offer the same function as the existing chicanes. The objector also opposes the extension of traffic calming measures further down Woodplumpton Road.

Officer response: The existing traffic calming is damaged and is failing to provide the required level of intervention to reduce road safety risks. The opportunity to extend the calming provides further road safety improvements for all users.

*Traffic Orders:*

**Woodplumpton Road Area, Woodplumpton, Preston City (Revocation, 20mph and 30mph Speed Limit) Order 2022 LSG4/894.15164/AFR – Two objections**

- ii) This objection relates to the reduction of 60mph to 30mph on the approach to the village.

Officer response: The speed limit reduction is necessary to facilitate a stepped reduction from 60mph to 30mph and then 20mph within the village. The 30mph limit provides a buffer on approach to the 20mph zone in the village.

- iii) A second objection to the speed limit changes states there is 'no need for these changes'.

Officer response: The proposal will provide network management and road safety enhancements in the area.

**Whittle Hill, Woodplumpton, Preston City (Prohibition of Driving) Order 202\* LSG4/894.15163/AFR – One objection**

- iv) The objector makes the following points in relation to the closure of Whittle Hill at its junction with Newsham Hall Lane:

*"The proposed closure of the road will directly affect our business... To have the road closed at the Newsham Hall Lane side as suggested would greatly impede our farming of this land...Should the road be closed, we would be forced to drive an extra 0.8 miles per load whilst heavily laden".*

*"The proposed new route is to a downhill gradient creating a long slow drag to Whittle Hill through the new traffic calming measures.... Not only will this impact our fuel and labour costs it will create extra congestion and pollution in and around the village and through the new traffic calming measures".*

*"As farmers we are under tremendous pressure having to work long hours often with short weather windows, we don't need any more obstructions..."*



*We are a local family farm and very involved with the local community the last thing we want is to feel alienated from the village with this closure".*

*"I would like to add that whilst we are against the closure of the Newsham Hall Lane entrance onto Whittle Hill, we are not against a closure of the Woodplumpton side of Whittle Hill"*

Officer response: Whittle Hill is a short, narrow rural lane without footways. Along the route there are two bends in the road, impeding forward visibility. Whittle Hill is commonly used as a short-cut between Woodplumpton Road and Newsham Hall Lane, especially at peak times.

Closing the road as proposed will remove through-routing traffic providing network management and road safety enhancements and increasing the amenity value of Whittle Hill for non-motorised users. The alternative vehicle route along B-roads via the junction of Woodplumpton Road and Newsham Hall Lane is considered more suitable for motorised users. A turning head will be provided at the point of closure to ensure access for refuge vehicles is maintained.

Closing Whittle Hill at its junction with Woodplumpton Road or any other position along its length, is not a viable option as it will isolate 11no. properties disconnecting residents from the village of Woodplumpton and impeding access to local amenities.

**The Orchard, Whittle Hill Road and Woodplumpton Road, Woodplumpton, Preston City) (Revocation, Prohibition of Stopping on School Keep Clear and Prohibition of Waiting) Order 202\* LSG4/894.15162/AFR**

No objections received.

There are no points made in the objections which would suggest the Orders should not be made and the recommendation following officer responses above is that the proposals are approved.

**Implications:**

This item has the following implications, as indicated:

**Risk management**

The scheme needs to be implemented in its entirety. Any reduction of the various proposed elements will undermine the overall effectiveness of the scheme in reducing vehicular speeds. Without implementation of this scheme, the existing traffic speeds and the high volume of through traffic will continue to compromise the safety of other road users - with an increased potential for accidents.

**Financial**

The estimated cost of implementing the proposals detailed in this report is £250,517.76 and will be funded by the parish council through Community



Infrastructure Levy monies under a Section 278 agreement which will cover the full costs of the scheme.

## **Legal**

The proposed road humps detailed in this report would be implemented under The Highways Act 1980 sections 90A-G and the Highways (Road Humps) Regulations 1999.

## **List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

