

Report to the Cabinet

Meeting to be held on Thursday, 7 September 2023

Report of the Director of Environment and Planning

Part I

Electoral Divisions affected:
Fylde East; Preston Rural;
Preston South West; Preston
West;

Corporate Priorities:
Supporting economic growth;

Proposed Speed Limit Order on Edith Rigby Way, Bartle Lane, East West Link Road, Sandy Lane and Cottam Link Road, Preston and Lea Lane South and Lea Lane North, Newton with Clifton

(Appendix 'A' refers)

Contact for further information:

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Brief Summary

This report outlines a proposed Speed Limit Order, to set appropriate speed limits for the newly constructed Edith Rigby Way, East West Link Road and Cottam Link Road, Lea Lane North and Lea Lane South.

It is also proposed to lower the existing speed limits on Bartle Lane and Sandy Lane which connect into the new roads.

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

This is deemed to be a Key Decision and the requirements of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the proposals to introduce appropriate speed limits and lower existing speed limits on the roads listed above, as set out in the plans attached at Appendix 'A'.



Detail

The aim of the proposed Speed Limit Order is primarily to set the speed limits for several new roads, constructed as part of the Preston Western Distributor Road scheme. These being Edith Rigby Way, Avice Pimblett Way and William Young Way. It should be noted that a temporary order is in place for the speed limits that this report seeks to make permanent.

The speed limits have been set to correspond to the design standards of the new roads and engineered to safely accommodate traffic.

It was originally proposed that Preston Western Distributor would be 70mph. The proposal was modified to lower the speed limit of Edith Rigby Way to 50mph for the safety of road users. This was due to the expected increase in urban development alongside and in the vicinity of the road increasing the scope of pedestrian interface with vehicular traffic; and also because of the inclusion of an additional roundabout junction that was proposed during the period of the scheme's construction.

Following a request from Woodplumpton Parish Council on behalf of its residents, it was agreed the proposal would also include the lowering of the existing limit on Bartle Lane, from the National Speed Limit to 30 miles per hour.

Appendices

Appendix 'A' is attached to this report. For clarification it is summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Speed Limit Order Plans

Consultations

The proposed Speed Limit Order was first advertised and consulted upon during a four-week period between December 2022 and January 2023.

This initial consultation received no objections.

The decision was taken to lower the proposed speed limit of Edith Rigby Way to 50mph and the modified proposed Order was advertised during another four-week period in April 2023.

The modified Order received two objections, although neither was in relation to the change to the speed limit on Edith Rigby Way.

Advertisement was undertaken by means of posting notices on site and in the local newspaper. The documents were also available on the council's website and were sent to specific relevant organisations and persons.

Responses

As part of the consultation, the scheme received two objections.



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

1. Additional measures (e.g. traffic calming) should be introduced if the 30mph limit is implemented on Bartle Lane (2 Objectors)

In response, the aim of this proposed Speed Limit Order is to set the speed limits for the new roads created or affected by the Preston Western Distributor Road scheme. The scheme was widely consulted on during the planning stage and planning consent was granted on 19 November 2018.

As part of the original planning, a new section of Bartle Lane was always proposed to be set at 30mph because of the design and geometry of the new section.

However, the Preston Western Distributor Road Site Team was asked by Woodplumpton Parish Council to extend the proposed 30mph speed limit to include the whole of Bartle Lane. This was because the nature of the road had changed since the scheme was originally designed as a result of an increase in built development in the local area.

The Preston Western Distributor Road Site Team agreed that a 30mph speed limit for the whole road would be appropriate and included it in the proposal. The scheme's signage was altered to suit the new speed limits.

However, it is important to recognise that the change in the nature of Bartle Lane is a result of new built development by third parties, and not a result of changes brought about by the scheme.

It follows that further measures such as traffic calming on Bartle Lane are outside the scope of the Preston Western Distributor Road scheme and the objective of the proposed Order.

2. Proposed 30mph speed limit on Bartle Lane should be 20mph (1 Objector)

In response, drivers are more likely to adhere to speed limits when they are set in accordance with Department for Transport guidance.

The proposed 30mph limit is in line with Department for Transport guidance; and is lower than the maximum 40mph limit recommended for an unclassified road that forms part of a recommended route for vulnerable road users.

A speed limit of 30mph is therefore likely to achieve greater compliance than the lower limit requested, and hence be more effective.

Implications:

This item has the following implications, as indicated:



Risk management

If the proposals are not implemented, it is considered that it would have an adverse effect on the safety of all users of the roads included in this Order because the National Speed limit would apply - except where street lighting is present where a 30mph limit would apply.

Financial

As the signs and road markings are already in place the cost of implementing the Order is limited to the cost of sealing the Order. This cost would be approximately £350 and be met by the Preston Western Distributor Road capital scheme budget.

If the proposed Order is not approved there will be a cost to remove the signs and road markings to suit the relevant national or existing speed limits.

The cost to remove and replace all the existing signs and road markings would be in excess of £20,000 and would be required to be met by City Deal funds.

List of Background Papers

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		

