

Report to the Cabinet

Meeting to be held on Thursday, 9 November 2017

Report of the Director of Corporate Commissioning

Part I

Electoral Division affected:
Ormskirk

Proposed Road Humps, Cottage Lane, Ormskirk (Appendix 'A' refers)

Contact for further information:

Michelle Davies, (01772) 533736, Highways Engineer
michelle.davies@lancashire.gov.uk

Executive Summary

It is proposed to construct eleven round-topped road humps along Cottage Lane and Asmall Lane, Ormskirk. This is part of a local safety improvement scheme to reduce the speed of traffic through the existing 20mph zone.

Following statutory advertisement of the road humps, the proposal received 7 supporting responses and 6 responses from objectors which are summarised in this report.

Recommendation

The Cabinet is recommended to approve the installation of the road humps as shown at 'Appendix A'.

Background and Advice

It is proposed to construct eleven road humps along Cottage Lane and Asmall Lane, Ormskirk. This is part of a local safety improvement scheme to reduce the speed of traffic through the existing 20mph zone. Both Cottage Lane and Asmall Lane serve a large population and are vital for the operation of local farming businesses.

An informal consultation was carried out in December 2016, asking local residents to comment on a number of proposals for highway improvements on Cottage Lane, Asmall Lane and Halsall Lane. The consultation received a mixed response to the proposals which included implementing one-way systems on both Cottage Lane and Halsall Lane, with the majority of the responses in support of physical traffic calming measures being introduced on Cottage Lane and Asmall Lane only. Following this

informal consultation a detailed design proposal for road humps and the statutory advertisement process was undertaken.

Consultations

A formal public consultation was carried out between 2 August 2017 and 30 August 2017, which included an advertisement in the local newspaper and posting of notices on site. Letters were also delivered to individual properties affected by the proposed road humps.

Responses

As part of the consultation, the scheme received seven supporting responses and 6 responses from objectors.

The supporters of the scheme were all local residents and a Utility company. The points raised by the objectors, all of whom were local residents, are summarised below with our response:

1. Objection to specific road humps o/s No. 10/12, 39/41 & 71/73 Cottage Lane (3 Objectors)

In response, the road humps have been positioned at intervals which are acceptable for use by all motorists including HGV users. The location of each road hump is positioned to avoid vehicular accesses to properties and, where possible, to straddle the boundary between two adjacent properties.

2. Increased pollution levels (5 Objectors)

In response, whilst the pollution level may rise slightly, it is anticipated that the decrease in the speed of traffic and resulting increase in safety would offset this negative aspect.

3. Increased disturbance of noise, headlights fluctuating and vibration (4 Objectors)

In response, it is anticipated that overall noise levels should be very similar to levels currently experienced. Due to the positioning and direction of travel, it is not anticipated that residents will be adversely affected by headlights any greater than they currently experience. Whilst there might generally be a perception of increased vibration, given the distance between the road humps and proximity to properties, damage to properties, whilst possible, is considered extremely unlikely.

4. Concern relating to vehicle suspension failure and motorists speeding between each road hump (2 Objectors)

In response, the road humps are there to slow motorists down and, as such, are designed so that vehicles should not experience any damage if they travel over them at an appropriate speed. The road humps have been designed to current standards, with the spacing and number of humps designed to reduce the likelihood of motorists building up speed between each hump.

5. Increased traffic on Halsall Lane to avoid the road humps (1 Objector)

In response, though it is possible that traffic will increase on Halsall Lane, traffic is likely to continue down Cottage Lane to avoid the Five Ways traffic signal

controlled junction. The situation will be monitored if road humps are implemented.

6. Suggestions of alternative proposals (1 Objector)

In response, residents had the opportunity to provide their suggestions of alternative proposals during the informal consultations. The suggestions raised were addressed during this informal stage and ruled out due to the proposals being unsuitable, i.e. speed cameras cannot be deployed as 20mph is not currently enforceable and, introducing a weight limit which would restrict access to existing businesses, or due to lack of local support i.e. introducing a one-way system to Cottage Lane and Halsall Lane.

7. Road humps are not a suitable form of traffic management owing to the large number of HGVs who will not find it necessary to slow down (1 Objector)

In response, the initial design stage considered the use of speed cushions, however HGV's are less likely to slow down for cushions as they allow HGVs to straddle over them. Therefore the proposed road humps are full width and it will be necessary for both HGVs and cars to slow down to cross them.

Implications:

This item has the following implications, as indicated:

Risk management

The road humps will improve safety on Cottage Lane and Asmall Lane, by reducing the speed of motorists. If the road humps are not installed, the speed of motorists will continue to be above the 20mph and pose a safety issue.

Financial

The estimated cost of the proposals is £55,805 and will be funded from the 2014/15 Local Priorities Response Fund Project ID 3937 & 3938.

Legal

The legal procedure to install road humps is under section 90(A) Highways Act 1980 and the Highways (Road Humps) Regulations 1999.

List of Background Papers

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