Report to the Cabinet
Meeting to be held on Thursday, 14 June 2018

Report of the Head of Service Highways

Part I

Electoral Division affected:
Chorley North; Chorley Rural East; Hoghton with Wheelton;

A674 Chorley Road, Withnell/Blackburn New Road, Wheelton/Millennium Way, Chorley - (50 mph speed limit and restricted road (30 mph speed limit))
(Appendices 'A' and 'B' refer)

Contact for further information:
Eric Melling, Tel: (01772) 530253, Senior Traffic Engineer
eric.melling@lancashire.gov.uk
Kevin Parkinson, Tel: (01772) 530250, Traffic Technician (Chorley)
kevin.parkinson@lancashire.gov.uk

Executive Summary

This report sets out a proposal to introduce a 50 miles per hour speed limit and restricted road (30 miles per hour speed limit will apply) and associated revocations at (A674) Chorley Road, Blackburn New Road and Millennium Way, Chorley.

Recommendation

Cabinet is asked to approve the making of a Speed Limit Order which introduces 50mph speed limit and 30mph restricted road status on (A674) Chorley Road, Blackburn New Road and Millennium Way, Chorley (and associated revocations) as set out in the schedule attached at Appendix 'A' and as shown on the plans at Appendix 'B'.

Background and Advice

Lancashire Constabulary has highlighted certain discrepancies between the descriptions in the current speed limit orders and the distances measured on site between the existing signs. Consequently, they consider that they are unable to enforce these speed limits. It is proposed that the county council pursues a rectification Order for the existing 30mph restricted road and 50mph speed limits along a length of the (A674) Chorley Road, Blackburn New Road and Millennium Way, Chorley.

Lancashire
County
Council

This rectification Order will support the existing speed limit signing and road markings which are in situ along the lengths of public highway referred to in Appendices 'A' and 'B'.

Consultations

These speed limit proposals were the subject of a formal consultation between 21 March and 18 April 2017 by way of advertisement in a local newspaper. The county councillors for the affected divisions were notified of the proposals during this process.

Concerns raised

Six objections were received to the proposals from local residents who perceive that the proposal would result in the existing 30mph speed limit section running from Whins Lane to Withnell Fold, Higher Wheelton increasing to 50mph.

Officer comments

The current 30mph section is comprised of a number of discrete, historical orders resulting from previous extensions to the original limits. As this section currently features a system of street lighting placed not more than 200 yards (183 metres) apart a 30 mph speed limit applies by default (restricted road) as defined in Section 82(1)(a) (of the Road Traffic Regulation Act 1984) and a traffic regulation order is not required. The proposal does not recommend any changes to the current 30mph limit but removes possible confusion by amalgamating historical extensions into the combined 30mph restricted road status.

The purpose of the proposal is to correct inaccuracies discovered within the two existing 50mph sections and simplify the traffic regulation order layout to reduce the possibility of challenges to future police enforcement.

The residents were provided with additional clarification that the proposal did not involve changes to the existing 30mph speed limit section and as a result four of the six received objections were withdrawn. It has not been possible to confirm withdrawal of the remaining two objections prior to submission of this report to Cabinet.

Implications:

This item has the following implications, as indicated:

Risk management

This proposal aims to confirm the existing speed limit orders as they are signed onsite. Failure to implement the speed limit order will prevent the police from enforcing the speed limits along these sections of road which has potential road safety implications for highway users.

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A