

Report to the Cabinet

Meeting to be held on Thursday, 14 June 2018

Report of the Head of Service Highways

Part I

Electoral Divisions affected:
Accrington North; Accrington
South; Chorley Rural East;
Fylde West; Great Harwood,
Rishton & Clayton-le-Moors;
Preston Rural; Ribble Valley
South West; Rossendale
South; Rossendale West;
West Lancashire East; West
Lancashire North; West
Lancashire West; Whitworth &
Bacup;

Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Preston, Ribble Valley, Rossendale, West Lancashire) (Revocations and 20mph, 30mph, 40mph, 50mph Speed Limits) Order 201*
(Appendices 'A' - 'I' refer)

Contact for further information:

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Executive Summary

Following investigations and a public consultation, it is proposed to make a speed limit order to introduce a number of speed restrictions on various roads within Lancashire, to clarify and simplify a number of speed limit orders to improve the safety and operation of the public highway network and to allow for effective enforcement by Lancashire Constabulary. Objections have been received to some of the proposals.

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

Recommendation

Cabinet is asked to approve the proposals for speed restrictions on various lengths of road within the Chorley, Fylde, Hyndburn, Preston, Ribble Valley, Rossendale and West Lancashire Districts as detailed within this report and as set out in the schedules and plans attached at Appendices 'A' to 'I'.

Background and Advice

It is proposed to clarify and simplify a number of speed limit orders to improve the safety and operation of the public highway network as well as to allow for effective enforcement by Lancashire Constabulary. In addition it is proposed to reduce the speed limit on a number of roads within the districts of Wyre, Chorley, Fylde, Pendle, Preston, Rossendale, South Ribble and West Lancashire. A detailed statement of reasons for each proposal is contained within Appendix 'H' and a description of each restriction is contained within Appendix 'I'.

Consultations

The consultation took place between 20 March 2018 to 20 April 2018, during which the proposed order was advertised in local newspapers and notices were displayed on site for all areas where new restrictions were proposed. The divisional county councillors were consulted alongside statutory consultees. During the consultation period objections were received with regard to three elements of the proposal; those for Clod Lane, Green Lane and Ewood Lane, Haslingden; for Ballam Road and Lower Ballam, Fylde; and for Rivington Lane, Rivington.

Objections

Clod Lane, Green Lane and Ewood Lane, Haslingden

The objection states that the introduction of a 30mph speed limit is inappropriate as the width of the road through woodland would make such a speed unachievable. In addition to this there are two schools in the area and as a result there are times when children use the roads as a route to school. The objector would like to see a 20mph speed limit on these roads.

Officer comments on the objection

The three roads which are the subject of the proposed speed limit order are already signed as having a 30mph speed limit. However the absence of street lighting on sections of the roads, without the benefit of a valid speed limit order, renders the roads de-restricted. The introduction of the proposed order provides the requisite 30mph speed limit order. A 30mph speed limit does not dictate the speed of the traffic on the road. Drivers should at all times drive according to the conditions without exceeding the speed limit on the road.

These roads are by their nature country lanes with a limited number of properties fronting on to the highway. The roads have a low accident record comprising two minor injuries to pedestrians over the past five years and neither incident was related to children traveling to or from school. For these reasons a lower speed limit is not recommended.

Ballam Road, Peel Road and Lower Ballam, Fylde

The objection, from a local cycle group representative, states that presently there is a 40mph speed limit on these lengths of road and that any new speed limit should be from the outskirts of Lytham to Higher Ballam.

Officer comments on the objection

Following a routine inspection of Peel Road and Ballam Road in October 2016 it was found that subsidence of these moss roads had progressed to a level that as a safety measure a speed limit order was required to limit the speed to 40mph. A temporary speed limit order was introduced to bring this into effect as soon as possible. This proposal is to make that temporary order permanent.

The section from Lytham to Higher Ballam was not identified as a road safety concern at the time of the routine inspection but will be reassessed as a result of the objection and appropriate action taken.

It is recommended that in the meantime this permanent order be introduced.

Rivington Lane, Rivington

It is proposed to introduce a 40mph speed limit north of the existing 30mph limit on Rivington Lane, Rivington to encourage drivers to reduce speed prior to the 30mph limit outside Rivington and Blackrod High School. The entrance to Cumberland School, (Knowle House), Rivington Lane is 260 metres north of the junction with Old Wills Lane (the entrance to Rivington and Blackrod High School). Presently this entrance is on a length of road that is de-restricted with a 60mph speed limit. The proposal will reduce the speed limit outside Cumberland School to 40mph.

The objection states that historically Cumberland School had requested an extension of the current advisory part time 20mph speed limit that runs outside Rivington and Blackrod High School to cover the entrance to their establishment but this proposal does not address that. The objector outlines that Cumberland School caters for pupils with complex social, emotional and mental health difficulties.

Officer comments on the objection

Rivington Lane is a typical country lane without street lighting or footways and where the national de-restricted speed limit applies. The proposal to introduce a 40mph speed limit will assist traffic entering or leaving Cumberland School whilst also encouraging drivers to reduce their speeds before entering the system of restricted roads and the existing advisory 20mph speed limit outside Rivington and Blackrod High School where there is considerable pedestrian activity at school start and finish times.

Advisory part time 20mph speed limits near schools are designed to alert drivers that at particular times of the day there is a high likelihood of pedestrians of school age on the highway in the vicinity. Typical circumstances are where children are likely to walk to school or be dropped off by parents close to the school gates. Because of

the nature of Cumberland School, children are generally transported into the school grounds and as such there is very little pedestrian activity of this type on the highway.

There are no recorded collisions in the vicinity of Cumberland School and the volume of pedestrian activity on the highway adjacent to it would not justify an advisory part time 20mph speed limit. An extension of 260 metres to the existing one would unduly lengthen it which would be likely to lead to an increase in the number of motorists not observing the advisory limit.

Implications:

This item has the following implications, as indicated:

Financial

The estimated costs of the speed limit orders detailed in this report is £60,000 and will be funded from the 2018/19 Highways revenue budget.

Risk management

Road safety may be compromised should the proposed speed limit reductions not be approved.

List of Background Papers

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