

**Report to the Cabinet**

Meeting to be held on Thursday, 8 February 2024

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

**Part I**

Electoral Divisions affected:  
Chorley Rural East; Clitheroe;  
Fleetwood East; Fylde South;  
Fylde West; Euxton,  
Buckshaw & Astley; Hoghton  
with Wheelton; Lancaster  
Central; Mid Rossendale;  
Padiham and Burnley West;  
Burnley Central East; Ribble  
Valley South West; West  
Lancashire West; Wyre Rural  
Central; Wyre Rural East;

**Corporate Priorities:**  
Delivering better services;

**Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Lancaster, Ribble Valley, Rossendale, West Lancashire And Wyre) (Revocation, 20mph, 30mph, 40mph And 50mph Speed Limits) Order 202\***  
(Appendices 'A' to 'J' refer)

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**Brief Summary**

Following investigations and formal public consultation, it is proposed to make a Speed Limit Order to reduce speed restrictions on various roads within Fylde, Lancaster, West Lancashire and Wyre. The order further formalises the current signed Speed Limits along with correcting inconsistencies in Burnley, Chorley, Ribble Valley, Rossendale and Wyre.

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 Speed Limit proposals on the various lengths of road within Burnley, Chorley, Fylde, Lancaster, Ribble Valley, Rossendale, West Lancashire and Wyre as detailed within this report and as set out in the Draft Order at Appendix 'A', for the reasons outlined in the Statement of Reasons at Appendix 'J'.

## Detail

It is proposed to make a Speed Limit Order to reduce speed limits where they have been identified as necessary for improvements in road safety and to correct errors that have been identified in existing Orders that would cause problems with the enforcement of the signed speed limits.

- Speed limit reductions are proposed in the districts of Fylde, Lancaster, West Lancashire and Wyre.
- Formalising of restrictions that are currently on site and correcting inconsistencies that have been identified within current Orders in the districts of Burnley, Ribble Valley, Rossendale and Wyre.
- Revocations of Orders that are no longer required due to being 30mph by virtue of street lighting in the districts of Chorley and Ribble Valley.

In addition, this proposal revokes duplicate orders in the districts of Burnley and Chorley.

The proposals are deemed necessary to improve the safety and operation of the public highway network and amend those Orders as highlighted by Lancashire Constabulary to allow for effective enforcement.

## Appendices

Appendices 'A' - 'J' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Draft Order
Appendix 'B'	Burnley Plans
Appendix 'C'	Chorley Plans
Appendix 'D'	Fylde Plans
Appendix 'E'	Burnley and Rossendale Plans
Appendix 'F'	Lancaster and Wyre Plans
Appendix 'G'	Ribble Valley Plans
Appendix 'H'	West Lancashire Plans
Appendix 'I'	Wyre Plans
Appendix 'J'	Statement of Reasons



## Consultations

Formal consultation was carried out between 18 July 2023 and 18 August 2023 which included advertising in the local press and notices being displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions as currently indicated on site are proposed.

Following the consultation period, it became apparent that due to an administrative error the two District Councils of Burnley and Rossendale were not consulted in relation to proposals for their areas. In light of this error a further consultation was carried out between 17 November 2023 and 15 December 2023 with these two districts which included advertising in the local press. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

## Objections

As a result of both consultations, two items of correspondence were received in response to a proposal in Fylde.

The comment was regarding the item in the proposed order as follows along with the engineer's comments:

### Fylde

#### **Lodge Lane, Bryning with Warton** **Appendix 'D' Fylde Plans** **Drawing no. SLO23-24(1)-SR-FY2**

Lodge Lane is a rural residential road from its junction with A584 Lytham Road to Warton Hall Farm before returning to a more traditional rural road with a layout that makes it unsafe to drive at high speeds. Traffic count data has identified as such however residents of the road are often subject to higher speeds as that section of the road is straighter and more open putting themselves, their children, and walkers at risk.

Using data provided to the county council after carrying out traffic counts, it is proposed to reduce the residential section of the road from A584 Lytham Road to just past Warton Hall Farm to 30mph and the rest of the road from Warton Hall Farm to its junction with West End Lane to 40mph.

With this proposal it is aimed to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

## **Objections**

One response was received in relation to the introduction of the 30mph Speed Restriction on the grounds that they believe as Lodge Lane comprises part of the National Cycle Network Route 62, the entire length of Lodge Lane (between the A583 and Carr Lane) should be restricted to 30mph.



## **Comments**

One response was received stating that Lodge Lane is a very busy lane, used by walkers, runners, cyclists, horses and farming machinery which is suffering a disappointing number of speeding drivers posing a significant risk to themselves and others.

The correspondent believes that it wasn't safe to drive at the proposed 40mph and the 30mph proposed limit in the residential areas feels quick given that there were large unlit zones outside houses and stated that they were intrigued as to how the limit is going to be enforced without street furniture, cameras or other measures beyond signage.

## **Officers Comments**

Due to the nature of the road, Lancashire County Council worked closely with the Police when designing this proposal. Lancashire County Council sought the opinion of the Police on carrying out enforcement along Lodge Lane and heeded the Police's advice and guidance.

The Police concerns were mostly regarding the fact that there are very few suitable locations along Lodge Lane for a mobile speed camera to be deployed; there would be insufficient distance between the camera and traveling vehicles for the camera to obtain a reading.

As such, the Police were only happy to agree to the proposed extent of the 30mph section which covered the straighter section of Lodge Lane where the residences are. Due to this, the proposal is unable to be extended further.

## **Recommendation**

Officers recommend the proposed measures are implemented as advertised.

## **Implications:**

This item has the following implications, as indicated:

### **Legal**

These are set out in the report.

### **Financial**

The costs of the Traffic Regulation Order will be funded from the 2023/24 highways budget for new signs and lines at an estimated cost of £10,000.

### **Risk management**

Road safety may be compromised should the proposed restrictions not be approved.



## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

