

## Report to the Cabinet

Meeting to be held on Thursday, 8 March 2018

### Report of the Head of Service Highways

#### Part I

Electoral Division affected:  
Pendle Rural;

**A682 Gisburn Road, Blacko contained within Lancashire County Council (Various Roads, Chorley, Fylde, Pendle, Preston, Rossendale, South Ribble, West Lancashire and Wyre Boroughs) (Revocation, 30mph, 40mph, 50mph and De-Restricted Road (August No 1) Speed Limits) Order 201\***  
(Appendices 'A' and 'B' refer)

Contact for further information:

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#### Executive Summary

It is proposed to consolidate the existing signed national speed limit along the length of the A682 Gisburn Road, Blacko to improve safety and operation of the public highway network and to allow for effective enforcement of the speed limit by Lancashire Constabulary. The item is detailed within the Lancashire County Council (Various Roads, Chorley, Fylde, Pendle, Preston, Rossendale, South Ribble, West Lancashire and Wyre Boroughs) (Revocation, 30mph, 40mph, 50mph and De-Restricted Road (August No 1) Speed Limits) Order 201\* which was approved at Cabinet on 1 February 2018 with the exception of this specific proposal which was deferred for further consideration.

#### Recommendation

The Cabinet is recommended to approve the proposal for a speed restriction on the A682 Gisburn Road, Blacko as detailed within this report and as set out within Appendices 'A' and 'B'.

#### Background and Advice

Following representations made at the Cabinet meeting on 1 February 2018, it was resolved that the proposal forming the subject of this report (being contained within the aforementioned order) be subject to further consideration. A review has therefore been undertaken by officers.

In summary the review concluded that the statutory consultation process was properly undertaken and all relevant statutory consultees were consulted on the proposals in accordance with standard and legislative procedures.

The proposal stems from an anomaly through which the highway, despite being signed as being subject to the derestricted national speed limit, is arguably a Restricted Road due to the presence of street lighting which would impose a 30mph speed limit. The proposals have been put forward in order to put beyond doubt that the section of highway is subject to the national derestricted speed limit as per the current signage, with the provision of an order confirming the same. The Lancashire Constabulary has in place an average speed camera scheme which would be compromised should a 30 mph limit be imposed. There are signs in place in the affected area to warn motorists to slow down to negotiate the bend.

A review of the collision history on the length of carriageway shows that there has been one recorded personal injury collision within the past 5 year period, throughout which time the route was signed as being subject to the national speed limit. It is therefore considered that the proposal would have no detrimental effect on the safety of highway users.

It is therefore recommended that the proposal which is the subject of this report be approved to allow the effective speed camera enforcement of the existing signed national derestricted speed limit along the length of the A682 Gisburn Road, Blacko by Lancashire Constabulary, thereby improving the safety and operation of the public highway network in this vicinity.

## **Consultations**

The proposed order was advertised in the local newspaper and during the consultation period of 17 October 2017 to 17 November 2017. The divisional county councillors were consulted alongside statutory consultees. During the consultation period no objections were received to this item.

## **Implications:**

This item has the following implications, as indicated:

### **Financial**

It is estimated that the item detailed within this report is will have no associated costs as all required lines and signs are already in place.

### **Risk management**

Road safety may be compromised should the proposals 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