

## Report to the Cabinet

Meeting to be held on Thursday, 6 February 2020

### Report of the Head of Service - Design and Construction

#### Part I

Electoral Divisions affected:  
Preston Rural; Preston West;

### Traffic Calming on Hoyles Lane, Cottam, Preston

(Appendices 'A' and 'B' refer)

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#### Executive Summary

It is proposed to install traffic calming measures consisting of 19 pairs of road humps (speed cushions) and to reduce the existing speed limit from 30 mph to 20 mph. This is proposed along the length of Hoyles Lane and a short section of Sandy Lane.

A public consultation on both proposals was undertaken with a number of supporting responses and objections received.

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 installation of the road humps and reduction of the speed limit as shown at Appendix 'A'.

#### Background and Advice

In order to guide long term development growth of the Cottam area, Preston City Council, supported by Lancashire County Council, developed the Cottam area masterplan. The masterplan included a long standing community aspiration to provide traffic calming along Hoyles Lane, Cottam. The traffic calming was identified to help improve highway safety, encourage better speed compliance and make the residential street less attractive as a route for through traffic.

Cottam Way, which itself was constructed in line with the masterplan, now acts as the principal access road linking Lea Road with Tom Benson Way thus reducing the

need for through traffic to use Hoyles Lane. However the fact that Cottam Way has traffic calming measures in place has encouraged some vehicle drivers to continue to use Hoyles Lane as a through route.

As development has come forward in Cottam, funding has been secured through the planning process for the implementation of traffic calming along Hoyles Lane. Funding is available via a section106 agreement under the Town and Country Planning Act 1990 entered into by Preston City Council, Homes and Communities Agency, Lancashire County Council and Storey Homes Limited dated 3 October 2016. This legal agreement specifies monies are to be utilised for the implementation of traffic calming measures along Hoyles Lane, the nature of which have been left to the discretion of Lancashire County Council.

As a result, suitable measures have been designed, taking into consideration the nature of the route, drainage, vehicular driveways, the requirement to facilitate bus access and the level of available funding. These measures have subsequently been advertised and the feedback received is the subject of this report.

## **Consultations**

A formal consultation was carried out between 8 November 2019 and 6 December 2019. This consisted of an advertisement in the local newspaper and the posting of site notices.

## **Responses**

As part of the consultation, the proposals received 19 supporting responses and 7 objections. Out of the supporting responses, 16 supported both the proposed speed cushions and the speed limit change, 2 supported the speed cushions only and 1 supported the speed limit change.

From analysis of the objections, it was identified that numerous points were raised by each objector. Each specific point is addressed below, with a number next to each title to represent how many of the objectors raised each point.

### **Objection 1 – Traffic will be slowed more than is needed (Speed limit) [1 objector]**

*Response:* It is Lancashire County Council policy to promote 20mph speed limits along residential roads. Significant development has taken place along Hoyles Lane, which has resulted in expansion of the residential nature of the street. It is considered that a reduction in speed limit will complement the traffic calming features in supporting the function of the Lane, reinforcing the message that it is a place for people and not just a route for vehicular traffic. The speed limit will help set an anchor point in driver's minds in regards to exceeding the speed limit.

### **Objection 2 – Speed cushions could cause damage to vehicles [1 objector]**

*Response:* The Department for Transport (DfT) Local Transport Note 1/07 brings together commissioned and independent research on the use of traffic calming. The

document stresses that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to Highways (Road Hump) Regulations. In addition the note references a study which indicates that accelerated wear is not a significant concern for vehicles which travel repeatedly over road humps. The road humps will be constructed as per current road hump regulations. Consequently vehicle damage is not considered an influencing factor regarding the introduction of these proposals. However the implementation of the 20mph speed limit will also highlight that traffic calming is likely to be present and help encourage appropriate speeds.

**Objection 3 – Financial costs for the council due to vehicle damage claims [1 objector]**

*Response:* As highlighted above evidence shows that road humps constructed in accordance with national guidance do not result in vehicle damage. Each claim for highway damage is examined upon its own individual merits. A claim over a compliant road hump or system of road humps would not be considered a valid claim. The county council operates a highway safety inspection policy to identify and subsequently repair defective sections of road infrastructure. Traffic calming features are examined as part of this system. Consequently there would be no increase in financial burden to the council as a result of vehicle damage claims.

**Objection 4 – Too many speed cushions are being proposed, a maximum of 5 would be sufficient [1 objector]**

*Response:* Under current guidance the maximum spacing between road humps is 100m, where 60m to 80m is advised. Distances greater than this may increase vehicle speeds significantly. Due to the length of Hoyles Lane, which is in excess of 2km (1.25 miles) the design process has determined that 19 pairs of speed cushions (road humps) is the minimum number of features that would be effective. Installing only 5 road humps along the entire length would have little to no benefit and could have safety implications due to an uneven spacing.

**Objection 5 – Increase in air pollution [1 objector]**

*Response:* It is recognised that traffic calming brings about a minor increase in vehicle emissions. However even though traffic calming generally increases emissions per vehicle it is very unlikely that it would result in poor local air quality. Whilst the vehicle emissions may rise slightly for each individual vehicle, by discouraging through usage overall emission levels are expected to reduce. The reductions in speed and traffic volumes is also anticipated to lead to an increase in safety. Hence, it is felt the benefits gained will offset any minor negative aspect.

**Objection 6 – Spoil the countryside aura of the area [1 objector]**

*Response:* The safety benefits provided by the speed cushions will offset any negative aesthetical impacts.

## **Objection 7 – objection to siting of speed cushions between Nos. 179 & 181 Hoyles Lane & between Nos. 251 & 253 Hoyles Lane [2 objectors]**

*Response:* To adhere to current road safety design recommendations the speed cushions must be located a certain distance apart. It is for this reason that it is proposed to locate a pair of speed cushions between the driveway of no. 179 and at no. 181 and between no. 251 and no. 253. Any variation on this location would result in a departure from design recommendations and would also have a knock on effect on the positioning of other speed cushions on Hoyles Lane.

With regards to access to driveways, the cushions themselves have 1 in 5 gradient and a maximum height of 75mm, which when negotiated at low speed should not cause difficulty or discomfort to any vehicle user. Any reduction in average vehicle speeds should assist in the safe access and egress of properties along this road.

### **Implications:**

This item has the following implications, as indicated:

#### **Risk management**

The road humps along with the reduced speed limit will improve safety on Hoyles Lane and a small section of Sandy Lane. In addition it will help reduce the attractiveness of Hoyles Lane as a through route, thus strengthening the places for people nature of the semi-rural residential area.

If the road humps and the speed limit reduction are not introduced, the S106 agreement stipulations will not be met. Less effective methods of traffic calming will then have to be considered, which will most likely result in higher overall speeds and the continuing use of Hoyles Lane as a through route.

Should the funding not be utilised for traffic calming measures it is stipulated within the section 106 agreement that it will be returned to the developer along with any accrued interest.

#### **Financial**

The estimated costs of the works is £100,193 and the secured s106 is £101,336 which has been received by Lancashire County Council.

The works will be programmed into the 2020/21 capital programme, with the intention that the works will be completed before June 2020.

#### **Legal**

The legal procedure to install road humps is under section 90(A) Highways Act 1980 and the Highways (Road Humps) Regulations 1999. The legal procedure to reduce the speed limit is under the Road Traffic Regulation Act 1984 Part VI.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A