

## Report to the Cabinet

Meeting to be held on Thursday, 7 July 2022

### Report of the Head of Service - Highways

#### Part I

Electoral Divisions affected:  
Accrington North; Burnley  
Central West; Burscough &  
Rufford; Chorley Central;  
Chorley Rural West; Euxton,  
Buckshaw & Astley; Fylde East  
Fylde South; Great Harwood,  
Rishton & Clayton-le-Moors;  
Heysham; Moss Side &  
Farrington; Oswaldtwistle,  
Padiham and Burnley West;  
Pendle Rural; South Ribble  
West; West Lancashire East;  
West Lancashire North; West  
Lancashire West;

#### Corporate Priorities:

Delivering better services;

### **Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, South Ribble and West Lancashire) (Revocation, 30mph, 40mph, 50mph, 60mph and Derestricted Speed Limits (21/22 No1)) Order 202\***

(Appendices 'A' - 'J' refer)

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#### **Brief Summary**

Following investigations and a public consultation, it is proposed to make a Speed Limit Order to reduce a number of speed restrictions on various roads within Burnley, Chorley, South Ribble and West Lancashire to improve the safety and operation of the public highway network.

The order further formalises the current signed Speed Limits on various roads within Chorley, Pendle, Preston, South Ribble, West Lancashire and Wyre along with correcting anomalies within existing orders in the districts of Burnley, Fylde, Lancaster, and Pendle which have been highlighted by Lancashire Constabulary as requiring amendment to allow for effective enforcement.

In addition, this proposal revokes duplicate orders and orders that are no longer required due to being 30mph by virtue of street lighting.

This is deemed to be a Key Decision and the provisions of Standing Order No. 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, Hyndburn, Lancaster, Pendle, South Ribble and West Lancashire as detailed within this report and as set out in the Draft Order at Appendix 'A'.

### **Detail**

The purpose of the proposed Order is 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.

- Reduced Speed Limits are proposed in the districts of Burnley, South Ribble, Chorley and West Lancashire.
- Formalisation of current Signed Speed limits are proposed in the districts of Burnley, Chorley, and West Lancashire.
- Correction of anomalies within existing Orders are proposed in the districts of Burnley, Fylde, Lancaster, and Pendle.

In addition, this proposal revokes duplicate orders and orders that are no longer required due to being 30 mph by virtue of street lighting.

### **Consultations**

Formal consultation was carried out between 29 March 2022 and 29 April 2022, this was advertised in the local press and notices were 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.

### **Objections**

As a result of the consultation, a number of responses were received to the proposals along the A59 and in the districts of Chorley, Fylde, and South Ribble.

The comments were regarding the items in the proposed order as follows along with the engineer's comments as they are relevant.

## **CHORLEY**

### **Black Moor Road, Mawdesley – Appendix 'C' – Drawing No.SLO21-22(1)-HD-CH2**

"The purpose of this proposal is to introduce a 40mph Speed Restriction to reduce vehicle speed on the approach to the existing 30mph section and align the section with surrounding 30mph access roads which lead to areas of increased residential habitation".

#### **Responses with Comments**

Correspondence was received from Lancashire County Councils Road Safety Team raising concerns that as the Road Safety Team's speed data map already shows an 85th percentile speed of above 44mph on a section of the road for speed limit reduction and other 85th percentile speed of above 40mph on sections of the speed reduction area reducing the speed limit without changing the character of the road further may see an increase in complaints of speeding.

#### **Correspondence Supporting the Proposals**

A response was received from Mawdesley Parish Council confirming that following a recent parish council meeting the parish Councillors were pleased to note the new speed limit measures on Black Moor Road, Mawdesley.

#### **Officers Comments**

As a result of the level of concern regarding speeding vehicles along Back Moor Road the proposal was put forward to facilitate the passage of vehicles on the road and improve overall road safety by introducing a 40mph Limit on this length of Derestricted (60mph) Road. This has also been supported by the police.

Officers recommend the proposed measures are implemented as advertised

## **FYLDE**

### **A584 Preston New Road, Freckleton and Newton with Clifton – Appendix 'D' – Drawing No.SLO21-22(1)-CN-FY1A, B and C**

"The length of A584 from its junction with A583 Blackpool Road to the western end of A583 Freckleton Bypass is signed as a 50mph restriction. The Orders covering this length of A584 dual carriageway are fragmented and difficult to interpret. The nature of the current Orders makes enforcement of the Speed Limit difficult.

The purpose of the proposed 50mph restriction will revoke all previous Orders covering the length of A584 and re-introduce them into one singular Order to cover the full length with no material change to what is signed on site. The work is necessary to ensure successful enforcement of the restriction".

#### **Responses with Comments**

Correspondence was received from Lancashire County Council's Road Safety Team raising concerns that although the road is already signed as a 50mph Speed Limit, there has been five collisions involving cyclists in the last 5 years within the section shown on Drawing No. SLO21-22(1)-CN-FY1A.

## **Officers Comments**

Whereas a poor accident record has been noted in this area the present proposals are to correct the orders that are in place, without changing established speed limits, with a view to better enforcement of the speed restrictions.

It is considered that by making the Order this will in turn enable the efficient and effective enforcement of the speed restriction and consequently create a reduction in the danger of vulnerable road users. If this does not prove to be the case, a full review following the correct democratic process should follow.

Officers recommend the proposed measures are implemented as advertised and the comments from the Road Safety Team are passed to the Local Traffic Teams to monitor once the current signed speed limit is fully enforceable.

## **SOUTH RIBBLE AND WEST LANCASHIRE**

### **A59 Liverpool Road and A59 Longton Bypass**

South Ribble District - Appendix 'H' – Drawing Nos.SLO21-22(1)-MC-SR1A, B, C, D and E

West Lancashire District - Appendix 'I' – Drawing Nos.SLO21-22(1)-KP-WL2A, B, C and D

Concerns were expressed regarding the speeds of traffic on the length of A59 from Longton Bypass to Liverpool Road Bretherton. Checking the orders, it became apparent that the illuminated length of road signed as derestricted did not have the necessary order. Due to the concerns regarding speeding traffic and development in the area and following speed checks it was apparent that rather than introducing a derestricted order it would be suitable to reduce the speed limit in order to improve road safety.

It is proposed to reduce the speed limit to 50mph as the 85th percentile speed indicated that a 50mph speed limit was appropriate this change is supported by the Police.

## **Objections**

Three Objections were received in response to the 50mph proposals along A59 Liverpool Road and Longton Bypass.

### Objection 1

This objector opposes the proposal for the 50mph on A59 between Penwortham and Tarleton as they believe this will only serve to increase journey times, create long queues of slow-moving traffic with drivers half asleep, increase air pollution and fuel consumption and do nothing for road safety.

Although the objector acknowledges that accidents can be made more serious by higher speeds, they believe that most accidents are caused by mistakes by drivers who lose concentration and not because of excessive speeds. They consider this suggests most Speed restrictions in Lancashire need increasing not decreasing.

### Objection 2

This objector opposes the proposal for the 50mph Speed Limit on A59 Longton Bypass as the Bypass has a good safety record and is designed as a derestricted road. They believe that by reducing the speed limit will lead to frustration and more infringement of the law.

### Objection 3

The third objection was received from Little Hoole Parish Council and the Parish Councillor opposing the 50mph Speed Limit on A59 Liverpool Road, Much Hoole, A59 Longton Bypass, Little Hoole and A59 Longton Bypass, Longton.

Little Hoole Parish Council and Parish Councillor feel that the proposal to reduce these speed limits are unnecessary and will have no positive impact.

### Objection 4

A late objection was received from a regular user of A59 Longton Bypass opposing the proposal to lower the speed limit from derestricted to 50mph as they believe that as the bypass is a wide D2 dual carriageway with good visibility with a central crash barrier all the way down the centreline and hardly any houses either side that the road could constitute a country road. It is believed by the objector that on a regular basis 9 out of 10 cars on this road are already doing less than the derestricted speed limit, however if the speed limit is reduced to 50mph 3 or 4 out of 10, possibly more may do above 50mph either forgetting or creeping up due to the driver feeling the limits are too low which will result in a problem of speeding that didn't exist before.

### **Responses with Comments**

Correspondence was received from Lancashire County Council's Road Safety Team raising the following concerns:

- The Road Safety Team's Speed Data Map is already showing an 85th percentile speed of 64mph along some sections of A59 Longton Bypass where it is proposed to reduce the speed limit to 50mph and is concerned of what additional measures are being implemented to assist in slowing motorist speeds.

### **Correspondence Supporting the Proposals**

Two items of correspondence supporting the proposals were received from local residents.

The first correspondence of support was in relation to the section of A59 Longton Bypass from Hoole roundabout to Bretherton roundabout. Although the objector primarily opposed the reduction to the speed limit, due to the number of junctions along this stretch they stated that they would support this element of the proposal.

The second correspondence of support was in relation to the section of A59 Longton Bypass at the junction of Drumacre Lane. The corresponded stated:

- The road is often extremely busy, with 4 lanes of traffic travelling at 70mph+.

- There is a small pedestrian island in the middle which they refuse to use as it is unsuitable and dangerous standing with a pram or bicycle as traffic hurtles by at high speed within a few feet.

Along with the lowering of the speed limit to 50mph the correspondent also suggest the possibility of significantly widening the island, adding traffic lights and/or building a pedestrian bridge.

### **Officers Comments**

Following customer requests to reduce the speed limit along the section primarily from Gill Lane to Liverpool Old Road at the roundabout, it was found that there was no speed limit order in place allowing the police to carry out enforcement., as such, a speed limit Order must be put in place.

The nature of the area is changing with nearby developments bringing properties close to A59 and a likelihood of increased pedestrian movements over it.

The average speeds in this location have been analysed and it was deemed appropriate to reduce the speed limit from derestricted to 50mph. The police have agreed to the proposed speed limit of 50mph in principle.

Officers recommend the proposed measures are implemented as advertised.

### **Gill Lane, Little Hoole, Gill Lane, Longton and Midge Hall Lane, Moss Side – Appendix 'H' – Drawing No. SLO21-22(1)-MC-SR3 and SLO21-22(1)-MC-SR4**

"As Gill Lane and its connecting Midge Hall Lane has changed in nature from a rural lane to a more residential lane, it was seen as appropriate to consider the speed limits on these roads.

The purpose of this proposal is, with the support of the police to reduce the Speed Limit along these roads to 40mph as is the limit on adjacent roads with similar Characteristics".

### **Objections**

Objections were received from two local residents regarding the proposal to reduce the speed limit to 40mph on Gill Lane and Midge Hall Lane.

#### Objection 1

This objector opposes the proposal for the 40mph on Midge Hall Lane as this section has limited entrances and visibility is very good. The Objector has stated that they are not convinced that the reduction to 40mph is justified and would be respected by most drivers.

#### Objection 2

This objector opposes the proposal for the 40mph on both Gill Lane and Midge Hall Lane as believes the current 50mph is an ideal limit for these roads and in general terms is a limit which most people respect.

It is believed by the objector that to lower the limit to 40mph is a misjudgement and that it will be ignored as an unnecessary imposition by many, leading to frustration and overtaking leading to unnecessary accidents.

## **Responses with Comments**

Correspondence was received from Lancashire County Council's Road Safety Team raising concerns that as the Road Safety Team's speed data map already shows an 85th percentile speed of above 44mph on a section of the road for speed limit reduction and that it is likely that the 85th percentile speed for this section of road will be higher than the proposed 40mph speed limit that may see an increase in complaints of speeding.

## **Correspondence Supporting the Proposals**

Two items of correspondence supporting the proposals were received. One from the Local Parish Councillor and one from a local resident.

The reasons given for supporting the proposals are as follows:

- Supports Gill Lane (east of A59) as there are a lot of domestic and business entrances on the section with sight lines being limited and there has been a lot of accidents, mainly in winter when ice seems to be a surprise.
- Supports the proposals to reduce the speed limit to 40mph along Gill Lane, Little Hoole and Gill Lane, Longton – Feels that these speed limit reductions are long overdue and that they will help motorists to comply with the adjacent 20mph speed limits and will have little negative impact.
- The Parish Council would also welcome proposals to reduce the weight limit on these roads as there appears to have been a significant increase in the HGV and articulated HGV traffic using these roads in recent years and these roads are not suitable for such vehicles.

## **Officers Comments**

We have received a number of requests from members of the public to reduce the speed limit in this location that we have historically refused given the relatively good injury collision record. However, a discovery that A59 had no Speed Limit Order in place and thus requiring an Order to be made, also allowed us the opportunity to consider actual speed limits on Gill Lane and Longmeanygate.

Speed limits should in the main be self-enforcing, that is set to a speed at which most drivers travel at and under a limit where Police are required to take enforcement action.

The 85th percentile speed in this location show that the majority of people are travelling under the speed of police intervention. Therefore, the only drivers who would see an increase in travel times are the 15% who regularly travel over this proposed speed limit.

The nature of the area is changing with nearby developments likely to increase vehicle use of these roads and the police have agreed to the proposed speed limit of 40mph in principle.

The comments from the Parish Council regarding the increase in HGV and articulated HGV traffic using these roads has been noted, however, weight limits are

made under separate sections of the Road Traffic Regulation Act 1984 and therefore are not considered within this Speed Limit Proposal.

Any consideration of reducing weight limits will be considered as part of regulations in connection with new developments within the area.

Officers recommend the proposed measures are implemented as advertised.

**Implications:**

This item has the following implications, as indicated:

**Financial**

The costs of the Traffic Regulation Order will be funded from the 2022/23 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		
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Reason for inclusion in Part II, if appropriate

N/A