

## Report to the Cabinet

Meeting to be held on Thursday, 4 May 2023

### Report of the Director of Highways and Transport

#### Part I

Electoral Division affected:  
Preston West;

**Corporate Priorities:**  
Protecting our environment;

### Cadley Causeway, Preston - Local Safety Scheme

(Appendices 'A' and 'B' refer)

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#### Brief Summary

As part of a Local Safety Scheme, the county council has proposed a series of road safety measures along Cadley Causeway, Mill Lane and Rossall Road, Fulwood, Preston. This report describes the proposals and summarises the results of advertising and public consultation that has taken place.

#### Recommendation

Cabinet is asked to agree the following, as set out in Appendices 'A' and 'B':

- (i) Raised zebra crossing, Cadley Causeway, Preston; Speed cushions, Cadley Causeway, Preston; No waiting at any time, Cadley Causeway and Rossall Road, Preston; and the relocation of existing road safety camera, Cadley Causeway, Preston.
- (ii) No loading, Mon-Fri, 08.00-09.30hrs and 15.00-16.30hrs, Cadley Causeway and Mill Lane, Preston.

#### Detail

During the period 2015 - 2019 there were five injury collisions on Cadley Causeway, Fulwood, Preston at the junctions with Mill Lane and St Anthony's Drive, three of which resulted in serious injuries. As part of a Local Safety Scheme, the county



council has developed proposals to improve pedestrian safety at the location concerned. Currently there are no controlled pedestrian facilities on Cadley Causeway in the vicinity of the Mill Lane or St Anthony's Drive junctions.

The proposals for the Local Safety Scheme are set out in Appendices 'A' and 'B' and are summarised as follows:

- Raised zebra crossing on Cadley Causeway, east of the Mill Lane junction

The implementation of a zebra crossing at this location will create a safer environment for pedestrians, including school children crossing Cadley Causeway, particularly towards a local primary school.

- Speed cushions

Constructing speed cushions on Cadley Causeway between the proposed zebra crossing and Black Bull Lane will assist in reducing vehicle speeds on the westbound approach to the crossing.

- No Loading (Mon-Fri, 08.00hrs to 09.30hrs and 15.00hrs to 16.30hrs), Mill Lane and Cadley Causeway.

Addition of No Loading on lengths of Cadley Causeway and Mill Lane is designed to prevent vehicular parking on the footway during school start and end times, which has been observed to create a hazard for pedestrians.

- Relocation of existing Road Safety Camera

The proposed zebra crossing location conflicts with an existing road safety camera on Cadley Causeway located east of Mill Lane. It is therefore proposed to relocate the camera to a new location on Cadley Causeway west of Rossall Road. At the new location, the safety camera would assist in reducing the speed of vehicles travelling eastbound towards the proposed zebra crossing.

- No Waiting At Any Time, Cadley Causeway and Rossall Road

Additional lengths of No Waiting At Any Time in the vicinity of the relocated road safety camera are required to ensure that parked vehicles do not obstruct visibility of the safety camera carriageway check markings. This will ensure that the enforcement procedure is not compromised.

It should be noted that the first four proposals set out above are considered to be co-dependent and should therefore be considered as a package. The final proposal, whilst desirable for the reasons set out, may be considered separately from the others.



## Appendices

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

Appendix	Title
Appendix 'A'	Plan
Appendix 'B'	Proposals for the Local Safety Scheme

## Consultations

The proposals were advertised and consulted upon from 2 September 2022 for a 4 week period. No adverse comments were received from:

- The county councillor for the electoral division concerned
- The Chief Executive of Preston City Council
- Lancashire Constabulary
- North West Ambulance Service NHS Trust

Thirty-three residents offered support for the proposals, citing issues such as improved road safety for pedestrians and reduced vehicle speeds.

Three residents objected to the proposals. A summary of the issues raised is as follows:

1. Concerns that the proposed relocated road safety camera would cause an extra obstruction to visibility for drivers as they turn out of Rossall Road onto Cadley Causeway.

In response, officers have conducted a visibility check at the junction concerned. Design guidance advises that a fixed object with a width/length less than or equal to 550mm, or a group of fixed objects with a combined width/length of 550mm or less can be located within the junction visibility splay. In this instance, an existing tree and relocated road safety camera would be sited within the splay, whilst a nearby telegraph pole would not. The dimensions of the tree and safety camera are such that their combined width/length does not exceed the maximum 550mm recommended and therefore are not considered to pose a significant threat to road safety.

2. Peak times for traffic on Cadley Causeway directly correlate with school start and finish times, during these periods traffic is very slow therefore the safety camera will be ineffective as it not possible to exceed the speed limit during peak times.

In response, the proposed location of the safety camera is to encourage motorists to reduce their speed on approach to the proposed zebra crossing, not just at school start and finish times, but at all times.

3. The safety camera would be adding to street clutter at the Rossall Road junction.



In response, there will be some negative impact on the local street scene caused by the proposed camera relocation.

4. Concern regarding high vehicle speeds on Cadley Causeway and whether alternative speed reduction measures have been considered.

In response, installation of the zebra crossing and speed cushions east of Mill Lane would be expected to reduce vehicle speeds on Cadley Causeway. Relocation of the existing road safety camera is considered the best way to reduce eastbound vehicle speeds on approach to the new crossing. Given the close proximity of residential properties and on-street parking, traffic calming such as road humps and chicanes are not considered appropriate at this location.

5. Proposed No Waiting At Any Time will be ignored by drivers.

In response, enforcement of additional restrictions will be subject to the normal enforcement procedures.

6. A pelican crossing is not needed on Cadley Causeway, at school times a school crossing patrol operates.

In response, the proposals are for a zebra crossing rather than a pelican. Whilst there is an existing school crossing patrol, this is of no benefit to pedestrians outside the patrol's operating hours. A zebra crossing would provide a safe crossing location for pedestrians available at all times.

7. There have been very few accidents on this length of Cadley Causeway.

In response, the location concerned is considered to have a poor collision record, as described earlier in this report.

8. The proposed speed cushions will cause traffic to divert along Thornton Avenue and Beechwood Drive.

In response, neither of the two streets mentioned provide an alternative route to avoid the proposed speed cushions on Cadley Causeway and will not therefore experience increased traffic as a consequence.

It is suggested that the above objections do not outweigh the importance of creating a safer environment for pedestrians, including school children, at this location and Cabinet is asked to take this into consideration and approve the proposals.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

If the proposals are not implemented there is a risk to vulnerable pedestrians' safety, and it is likely that the trend of collisions involving pedestrians at this location will continue.



## Financial

The allocated budget for this project from within the county council's Local Safety Scheme programme is £112,572. This programme is grant funded with this project being instigated as part of the 2021/22 grant funded programme.

## Legal

The proposals detailed in this report would be implemented under the Road Traffic Regulation Act 1984 and Highways Act 1980.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

