

**Lancashire County Council (Longmeanygate and Midge Hall Lane, Leyland,
South Ribble Borough) (Revocation, 20mph, 30mph and 40mph speed limits)
Order 202***

Order Reference: LSG4/894.17486/AFR

The proposals are being pursued as part of a Section 278 Agreement under the Highways Act 1980 and Section 106 under the Town and Country Planning Act as part of a new development which will introduce further traffic movements.

The purpose of the proposed speed limit changes is to control vehicular speeds in the interest of highway safety for all users.

Following formal consultation seven correspondence of support, eight objections and six correspondence raising concerns and making additional comments to the proposals.

Objections

Objection 1

States that Midge Hall Lane has very few residences and sight lines are good, therefore believes that 30mph for most of Midge Hall Lane is unjustified.

Objection 2

States that they support the 20mph speed limit, however objects to Roadtrain Avenue not being included as they believe this should be no more than 20mph for the safety of residents, children and pets.

Objection 3

States that they supports a further reduction in the speed limit on Longmeanygate, however object to the introduction of a 20mph on the section between the northern and western roundabouts for the following reasons:

- That an introduction of 20mph on this section of road will mean motorist will take other routes, namely Roadtrain Avenue. Given there are already signs up directing road users to Bretherton via Roadtrain they believe that this is the likely intention of the proposal and therefore states that it is not for safety of all Highway users;
- That it makes no logical sense to divert traffic into a highly populated area and poses more of a road traffic risk;
- That the majority of properties on Longmeanygate have the ability to turn their vehicles around within their property boundaries, however all properties on Roadtrain Avenue will have to reverse on or off their driveway which is a further increase in risk;

- That there are a high number of properties on Centurion Village with families and children regularly play out on Roadtrain Avenue as opposed to no children playing on Longmeanygate;
- That the proposal will destroy the community that is being built on the Centurion Village estate by dividing neighbours with a busy road;
- That there is only a single junction on the section of Longmeanygate, however several on Roadtrain Avenue;
- That previous speed limit restrictions have already reduced the incident rate on this section of Longmeanygate and they believe that a reduction to 30mph in line with the rest of the road would be more appropriate;
- That the section of road between the western roundabout and the Methodist Church has a clear view of around 200 metres. Therefore they believe that a 20mph will encourage overtaking at this point, as has been witnessed in the speed reductions in Wales, resulting in an increased risk for other road users;
- That changing a speed limit does not control vehicle speeds and therefore suggests that introducing average speed cameras in the area would be a better proposal overall;
- That if the reasoning behind the speed limit change is to reduce the speed limit and consequently move traffic onto more appropriate road, they believes that it would be more prudent to stop traffic being able to pass through the entire length of Longmeanygate by blocking access at the new western roundabout.

Objection 4

Objects to the lowering of the speed limit from 40mph to 30mph for the following reasons:

- States that when the speed limit changes were first discussed they were told that Lancashire County Council would have no interest in changing these speed limits from 40mph to 30mph as there was no justification to change these and any change would not be enforceable as the Police would not consider them appropriate to monitor;
- That although the road running up to Reiver Road has been difficult to walk down for the increasing number of pedestrians from the new development, this has been because the vegetation that runs parallel to the existing foot path has not been maintained and forced pedestrians into the road. Therefore now that the required maintenance in this area has been done it is a straight section of road that is perfectly safe for people to walk down without fear of an accident with a vehicle;

- That they supports a 30mph after Jane lane to include the bend just before Jane Lane that is currently 40mph if this is deemed to be too dangerous. However, they believe that the other section of Midge Hall Lane running from Station Farm up to the s bends, is not dangerous, there have been no accidents that that they are aware of, and there is a perfectly good footpath for pedestrians with very few residences fronting the road and perfect sight lines;
- That if the justification for lowering of what has been considered for years to be a safe 40mph speed limit is safety, then questions why is the new 30mph section of Midge Hall lane going to be allowed to return to 40mph just before the bad s bends where there have been multiply accidents and they believe that this makes a mockery of any safety argument;
- That although they acknowledge that other speed restrictions are coming into place because of the increased amount of residences and the accompanying increased risk of accidents with the extra traffic, they believe that once open sections of very low-density residence are reached there is no legal justification to impose speed restrictions and merely add to the increased congestion that residents are going to have to get used to.

Objection 5

States that Roadtrain Avenue is a residential built-up area, with the way the houses have been built meaning that residents have to reverse into the road. Therefore believes that for the safety of homeowners, children and pets, the speed limit should be no more that 20mph, as 30mph would make it quite dangerous.

States that they also believe that a 20mph would prevent unnecessary traffic using a residential area as a short cut.

Objection 6

States that they believe that, for the safety of homeowners, children, and pets, the speed limit should not exceed 20 mph. States that the 20mph would not only enhance safety but also discourage unnecessary traffic from using the residential area as a shortcut.

Objection 7

States that although they support the proposed speed limit reduction on Longmeanygate, they object to the section of 20mph between the Northern and Western roundabouts for the following reasons:

- That they cannot support making this section of road a 20mph traffic calming area when there are far fewer residents that will be affected by this change;
- That with this section of road being a 20mph speed limit, it would mean that all traffic will take the route of Roadtrain Avenue which is a highly populated residential area. Therefore they believe this would make the area unsafe for all residents, including children, dog walkers;

That they don't see any logical reason to reduce the speed limit just on the one section of road to 20mph other than to purposely direct traffic onto Roadtrain Avenue stating the following:

- That all the properties on Roadtrain Avenue have to reverse onto or off their driveway which means that it would be unsafe and can cause potential accidents. Whereas none of the houses on Longmeanygate need to reverse on or off their driveway or at the least nowhere near as many as along Roadtrain Avenue;
- That they have never seen children playing on Longmeanygate whereas there are numerous children playing within centurion village a lot of the time. Believes that the estate is designed for families and many of the residents have children which would mean they wouldn't be able to do this for fear of the heavy amount of traffic on Roadtrain Avenue.

The objector also suggests that all of Longmeanygate should be 30mph as they believe changing it from 30mph, then to 20mph, then back to 30mph makes no sense. Further suggests the introduction of a speed camera would be more appropriate to enforce the speed limits and reduce accidents.

Objection 8

Objects to the introduction of a 20mph limit on the section between the northern and western roundabouts stating that changing a speed limit does not control vehicular speeds and suggests that the reasoning behind the speed limit change is to reduce the speed limit and consequently move traffic onto more appropriate roads.

The main points in the objection are as follows:

- That introduction of a 20mph on this section of road will mean motorists will take other routes, namely Roadtrain Avenue. States that given there are already signs up directing road users to Bretherton via Roadtrain Avenue, believes that this is likely the intention. Therefore, believes that the proposal is not for the safety of all highway users;
- That the proposal diverts traffic into a highly populated area and poses more of a road traffic risk - Benefits circa 10 properties on Longmeanygate (most with private land and turning spaces) at the expense of circa 60 properties on Roadtrain Avenue and surrounding areas;
- That there are no children playing on Longmeanygate. However, there are a high number of properties on centurion village with families and children regularly play out on the Roadtrain Avenue and all properties on Roadtrain Avenue have to reverse on or off their drive ways which is a further increase in risk;

- That previous speed limit restrictions have already reduced the incident rate and there is only a single junction on this section of Longmeanygate and several on Roadtrain Avenue. Therefore suggests that a reduction to 30mph in line with the rest of the road would be more appropriate;
- That they believe that a 20mph limit will encourage overtaking as has been witnessed in the speed reductions in Wales;
- The objector also states that changing a speed limit does not control vehicular speeds and suggests that the reasoning behind the speed limit change is to reduce the speed limit and consequently move traffic onto more appropriate roads.

Correspondence of Support with Comments and Concerns

Response 1

States that they support the proposal, however, believe that there need for additional measures on the long stretches of straight road on Longmeanygate and the winding rural road on Midge Hall Lane.

Response 2

States that they support the proposal that through Midge Hall should be a 20mph, however suggests that as the northern part of Midge Hall Lane going out of Midge Hall is a straight, open rural road this should be a 30mph on the very start of the straight, then 40mph thereafter.

Response 3

States that they support the proposal, however, believe that as both Roadtrain Avenue and Steer Street are densely populated residential areas with lots of children and pets along with only a very short distance between the front doors of the properties and the road (just over a cars length) resulting in residents having to reverse on or off their driveways these should also be 20mph.

Response 4

States that they support the proposal, however, raise concern that there is no mention of the speed limit on Roadtrain Avenue or any of the other Centurion Village estate roads nor of any traffic calming measures being installed resulting in drivers travelling to and from Leyland along Longmeanygate by-passing the traffic calmed 20mph stretch between the David Wilson and Barratt roundabouts and cut-along Roadtrain Avenue.

They believe that as Longmeanygate is a relatively straight and wide road it is very likely that speeds will exceed the default 30mph limit and with 60 plus houses and many more on adjoining roads, many with young families is an accident waiting to happen. Suggests that the only sensible solution is to impose a 20mph speed limit along Roadtrain Avenue and the rest of the Centurion Village estate backed by suitable traffic calming measures.

Response 5

States that at the moment the speed is reduced on Midge Hall Lane from near station farm to the end of the road where it meets Longmeanygate, assumably due to the bad bend that has resulted in numerous accidents just after station farm, where cars have gone off the road through people's fences. Suggests that the 20mph should be continued through the s bend as they believe that this was discussed at the council meetings and seemed to be agreed as a good logical idea.

Response 6

Suggests that Roadtrain Avenue should be a maximum of 20mph for the following reasons:

- That Roadtrain Avenue is often congested with on-road parking with families entertaining guests, particularly at weekends and many residents have to reverse onto the highway from their driveways;
- That children play on Roadtrain Avenue, a number well into the evening when it is getting dark with this number increasing as more properties become occupied;
- That there is a primary school proposed as part of the development and believes that children should be able to walk to school safely.

Suggest that the whole of Longmeanygate needs a lowering of the various speed limits for the following reasons:

- States that there is often chaos on the two approaches to Aurora Brooklands School at the beginning and end of the school day;
- That the school car park cannot accommodate the number of cars needing access and there is a long line of parked vehicles on both sides of the road which makes it difficult and dangerous to negotiate given the 40-mph speed limit.

The correspondent also comments that they believe that in an age when many rural communities are seeking speed restrictions and by-passes it seems absurd that passing through traffic will be directed through a new residential development.

Officer's Response

Lancashire County Council highways were consulted as part of planning application 07/2017/3361/ORM for a hybrid application to provide around 850 to 950 dwellings; 28,000 sqm mixed business use; primary school; village centre including health centre/clinic. As part of the planning public consultation Lancashire County Council highways recommended various changes to the speed limits, bus gate, traffic calming, weight restrictions; Pegasus crossings to try and mitigate against the impact of the new development; improve highway safety for the new residents and the existing road users; promotion of safe and desirable sustainable transport for all users and the promotion of public transport.

All costs associated with the traffic calming and the traffic regulation orders and provision are being paid in full by the developer and all works must be directly linked to the development and the planning approval.

- The proposed 20mph speed limit and Traffic Calming is to prevent vehicles travelling at unsafe speeds and is necessary to increase safety for all users along Longmeanygate.
- The proposed reduction of the speed limit to 20mph is being supported by the proposed road humps; junction table; speed cushions and buildouts to encourage and promote slower vehicle speeds.
- Average speed cameras are very expensive to install and manage. Due to the low number of vehicles the running costs and long-term maintenance would need to be paid for by Lancashire County Council, as the revenue generated would not be sufficient to cover these costs and long-term maintenance of the cameras and lining. This is why they are used on high volume roads with known about speed related accidents. Speed Indicator Devices (SpIDs) only result in speed reduction of around 2mph and speed cameras should only be used where there are known speed related accidents.
- The new estate spine roads (including Roadtrain Avenue) will have a serious of road humps at around 75 to 100m spacings which will help to self-police the speed and volume of traffic in the estate. There are four road humps / junction tables planned for Roadtrain Avenue between the two roundabouts. These traffic calming features are not part of the current traffic regulation orders. The reason for this is the current orders are in connection with the Section 278 works for the site access and off-site works only and the sealing of the order need to be completed within two years of the traffic regulation orders being advertised.
- Issues regarding the effectiveness of the constructed road humps and junction tables are to be considered as part of the Section 38 works, The Section 38 officer has been informed about the issues and all defects and non-compliance to approved technical appraisal will need to be rectified before the start of the maintenance period.
- The new estate spine roads are being considered for a 20mph speed limit as part of the Section 38 process. The current traffic regulation orders are only considering the impact on the existing highway and the short adoptable lengths of Roadtrain Avenue and Steer Street associated with the three Pegasus crossing. The reason for this is the sealing of the order need to be completed within two years of the traffic regulation orders being advertised.
- Roadtrain Avenue has always been considered through the planning process to be the main access to the development between the two new roundabouts. It was and is still anticipated that all vehicle traveling between Dunkirk Lane and Midge Hall and Midge Hall to Moss Side will continue along Longmeanygate (and vice versa).

- Advance direction signs have been provided at the roundabouts before first occupation indicating Dunkirk Lane to Leyland is through the site along Roadtrain Avenue and Moss Side to Bretherton is also along Roadtrain Avenue. These destinations were blanked off as Roadtrain Avenue was restricted as a through route until recently to allow safe construction of the new houses.
- The proposed change to the current speed limit on Longmeanygate from Moss Side to the northern roundabout from 40 to 30mph has been thoroughly discussed by Lancashire County Council highway officers and is being proposed to improve highway safety for all users and to promote safe and desirable sustainable and accessibility for vulnerable road users.