

Ruth Rimmington

Subject: FW: ED37710: Letter to LCC with queries

From: Highways District Lead Officer [<mailto:highwaysdistrictlead@lancashire.gov.uk>]

Sent: 04 October 2017 09:24

To: Janette Modlin

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Dear Ms Modlin

I refer to your email of 28 July. Please accept my apologies for the delay in providing this response. Please see below responses for the issues raised

- 1) **Item requested by Adlington Town Council** - Parking Services will shortly be visiting Adlington along with other small towns around Chorley to carry out enforcement action. Times and days are not released as this may prejudice the enforcement however our contractors will be visiting the outlying areas of Chorley in the very near future. It should be noted that all areas require enforcement at school times however given the amount of schools it is not always possible to have a presence at those times.
- 2) **Item requested by Adlington Town Council** – It is the county councils responsibility to maintain a safe highway and all reports are inspected and the appropriate action is taken. All reported defects are attended to within our service response timeframe of 20 working days anything that is an emergency which will present a danger to highway users is dealt with the same day.
- 3) **Item requested by Croston Parish Council** - Current records do not reveal a HGV related road safety issue within the villages of Croston or Bretherton. There have been no HGV related collision incidents recorded within the past 5 years and previous traffic counts undertaken in 2014 do not show that HGV traffic makes up a high percentage of vehicles using the village (5 to 7%).

Croston and Bretherton are villages situated on A/B roads which form primary routes between local settlements as defined below:

- **A roads** – major roads intended to provide large-scale transport links within or between areas.
- **B roads** – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.

It is common throughout the local and wider network for such link routes to pass through populated areas such as Town and Villages and these areas feature reduced speed limits to reflect the change in environment. Bretherton currently features a 30mph speed limit to reflect it's built up nature whilst Croston benefits from a lower 20mph limit to reflect its particular carriageway characteristics. Permitted parking within the village further reduces speed by introducing the necessity for vehicles to give way to opposing traffic flows.

The route through both villages currently does not feature carriageway structural limitations at any points which would support the introduction of a weight restriction to disallow access to particular vehicle categories.

The absence of HGV related incidents within these areas indicates that no identified road safety concerns currently exist and that the roads are currently working satisfactorily with no concerns regarding traffic flows and categories which would necessitate the installation of further highway measures.

- 4) In April 2017 new procedures were introduced for the progression of Traffic Regulation Orders (TRO) to achieve efficiencies in the consultation and advertisement of regular orders which are not a direct result of a defined and evidenced road safety concern. This involves producing a monthly order for changes across the county. The Hoghton Road speed limit revision was submitted as part of a speed limit package during July 2017 and included in the TRO package for consultation during September.

Kind regards
Emma

Emma Lane
District Lead Officer
Lancashire County Council
Community Services
Tel: 0300 123 6780
e-mail: highways@lancashire.gov.uk
www.lancashire.gov.uk