

Item for Liaison Committee meeting from Bretherton Parish Council

The Parish Council is concerned about the County Council attitude to road safety issues which appears to be based on 'doing nothing' until there is an accident. Preventative actions do not seem to be being considered.

Below is the text of an email sent to CC Swarbrick along with the reply received

From: Glenys Southworth Bretherton PC <brethertonpc@yahoo.co.uk>

Sent: 11 February 2023 16:40

To: Swarbrick, Rupert (Cllr) <Rupert.Swarbrick@lancashire.gov.uk>

Subject: HIGHWAYS ISSUES

Dear County Councillor Swarbrick, the Parish Council would be grateful if the County Council could give consideration to the following

- Provision of a Speed camera on the road coming into Bretherton from Croston
- Provision of convex mirror on the large tree on the The Bungalow (this is the name of the house on Flag Lane)side of the road so that pedestrians can see what traffic is approaching
- Additional signage on the road from Croston to warn motorists
- Provision of Speed bumps on the s-bends on the road from Croston to Bretherton
- Extension of the footpath on the side of the road opposite The Bungalow to give pedestrians better clearance to see traffic coming

Kind Regards,

Glenys Southworth

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- Dear Ms Southworth

Thank you for your email about highway issues in Bretherton.

The present policy of the Lancashire Partnership for Road Safety, whose partners include the county council and Lancashire Constabulary, is that no more fixed speed cameras are to be provided at this time. The emphasis is much more on the use of mobile speed camera enforcement which allows flexibility and for enforcement to take place on many more roads than at a single site.

If residents witness regular incidents of nuisance or dangerous driving, they can contact the police directly either by the non-emergency telephone number: 101, or on the Lancashire Constabulary '[Do It Online](#)' webpage, with a record of the registration numbers of the vehicles.

They can also submit footage directly to the police through Op SNAP, for their consideration. Op SNAP is a police response to the increasing submissions of video and photographic evidence from members of the public, in relation to witnessed driving offences. Further information regarding this service can be found online at [Op Snap Public Submissions of Dashcam Footage FAQs](#).

The tree next to The Bungalow is on private land. There is no current evidence to suggest that general use of traffic mirrors results in a positive contribution to road safety and in certain circumstances the presence of a mirror could be noted as a contributory factor in a traffic collision. These include, but are not limited to, the following:

- They can give a distorted impression of vehicle movements; in particular, motorcyclists/cyclists who can appear inconspicuous in a mirror.
- The headlights of emerging vehicles can reflect onto oncoming vehicles, resulting in a potential for misperception.

- The emerging driver may come to rely on the mirror, even where this has become partially obscured by either surrounding foliage or weather
 - conditions which effect the field of vision.
 - They can be subject to vandalism resulting in a reduction in reduced vision.
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As a result, the Department for Transport (DFT) strongly discouraged their use except for road junctions where visibility for emerging vehicles is severely restricted by natural layout and cannot be improved by other means e.g., removing hedges, walls, trees, or other obstacles. In line with this established process the county council are unable to consider such an installation at this location. The exception to this is where an installation is undertaken by a property owner within private land and in a manner where it does not represent a hazard for other road users i.e., results in a distraction or is set at a height likely to result in glare for approaching drivers.

The section of road between Croston Station Bridge and Overhall Lane features areas of reduced footway availability. Where it is established, that pedestrian activity is likely to be more common than drivers would normally be expected to encounter additional signage can be applied to identify this to approaching traffic. There is signage present in both directions at the entrance points exiting Croston following Station Bridge and at Overhall Lane. The current absence of recorded pedestrian related injury incidents along this section by Lancashire Constabulary indicates that this is currently being acknowledged by drivers who, as a result, are utilising additional caution when transiting the area.

We work closely with the police as part of the Lancashire Road Safety Partnership to target locations where casualties and speeds are higher. If there is an evidence-based speeding issue, the council will look to introduce mitigation measures.

Flag Lane and South Road have been previously assessed and the result of those investigations of casualty and speed data indicated that there were no clear speeding issues at these locations which would justify action from the Partnership. However, the residents may benefit from the 'Community Toolkit' which gives examples of how local residents can raise awareness of speeding and road safety issues in their local area and is available on the [Lancashire Road Safety Partnership website](#)

As with many similar rural locations these roads will not feature the same level of footways, which are common in higher populated areas such as towns or cities and directions for both pedestrians and drivers on safe use of such roads is contained within the Highway Code. The current absence of pedestrian related injury incidents along this stretch of Flag Lane would indicate the road is operating satisfactorily in terms of road safety, and that both pedestrians and drivers are exercising appropriate caution.

I hope you find this information useful.

Kind regards
Emma

Emma Lane, District Lead Officer, Highways and Transport, Lancashire County Council, Tel: 0300 123 6780
