

ORIGINATING DIVISION: HIGHWAYS AND TRANSPORTATION
CAPITA

REPORT TO: BLACKBURN WITH DARWEN BOROUGH COUNCIL
PLANNING AND HIGHWAYS COMMITTEE

DATE: 25th September 2018

TITLE: OBJECTION – PROPOSED RAISED SPEED TABLES – GIB
LANE BLACKBURN

WARD: LIVESEY WITH PLEASINGTON
EWOOD

COUNCILLORS: Derek Hardman
John Pearson
Paul Marrow
Maureen Bateson
Jamie Groves
Jim Casey

1.0 PURPOSE OF THE REPORT

The purpose of the report is to advise the Committee of the receipt of six letters of objection to the proposal to install raised speed tables on Gib Lane, Blackburn.

2.0 BACKGROUND

Following planning approval for several residential developments, all of which are to be accessed off Gib Lane, a planning condition to implement a road safety scheme along Gib Lane was attached. The consultation carried out at the planning stage included details of the proposed road safety scheme which incorporated raised speed tables at road junctions along Gib Lane.

Subsequently a Section 278 Agreement was entered into by the developers whereby the council, acting as Highway Authority, carry out the engineering design and implementation of the scheme.

3.0 DETAIL

Approval to advertise this proposal was given by the Executive Member for Regeneration in May 2018 and this was advertised on 14th June 2018.

Six letters of objection to the proposals were received, four from residents of Gib Lane and two from residents of Risedale Grove.

The objections can be summarised as follows:

- 3.1 The road humps will cause problems in winter for vehicles trying to climb the hill and an alternative form of traffic calming needs to be provided.
- 3.2 The site notices placed on lamp posts do not have plans attached.
- 3.3 There is an unnamed road included on the notice which only has approval for a cycleway and footpath.

- 3.4 The proposal to have 8 platforms will be a major inconvenience for residents of Gib Lane.
- 3.5 Road humps cause damage to resident's cars as well as being a health concern to those who have neck or back injuries.
- 3.6 Request that the council give serious consultation to the proposed traffic calming measures and that if the notion is not to be rebuked, then alternative, safer and more sensible plans be put in place.
- 3.7 There is no justification for calming at the entrances to those new dwellings which will exit onto Gib Lane, they are no different to all other houses on Gib Lane who do not have any calming.
- 3.8 I definitely do not want any traffic calming near or in front of 36 Gib Lane.

The response to each of these objections is as follows:

- 3.1 There are other steep roads within the borough which have traffic calming without causing problems for vehicles in the winter. In addition, Gib Lane is on a gritting route and as such is treated when adverse weather is forecast.
- 3.2 There is no requirement to post plans on site. The notice contains details of the position of each raised speed table.
- 3.3 This is a planning issue.
- 3.4 The 'humps' proposed are in fact raised speed tables along the road and at junctions with side roads. Whilst these are designed to reduce the speed of vehicles along Gib Lane they should not cause any major inconvenience to users.
- 3.5 Any road hump or raised speed table need to be 'uncomfortable' to achieve the necessary traffic calming. The level of discomfort is greatly reduced if they are traversed at a sufficiently slow speed and hence if used correctly, i.e. at low speeds, there should be no damage to vehicles or their occupants.
- 3.6 Other traffic calming measures were considered but raised speed tables were considered to be the best/appropriate solution in this instance.
- 3.7 Raised speed tables are proposed along the length of Gib Lane and not only at road junctions. There are junction tables proposed at both new and existing road junctions on Gib Lane.
- 3.8 The spacing of the raised speed tables together with the position of road junctions means that there is a proposed table at the side road adjacent to No 36 Gib Lane

Officers consider that the majority of the objections are those normally raised against any proposed traffic calming containing raised tables or road humps rather than specific objections to the scheme.

Objections 3.7 and 3.8 are those which could be considered to be specific to the scheme. These relate to the positioning of the raised tables along the street, at road junctions and close to one property in particular. Objection 3.7 questions the need for calming at the entrances to the new developments as they are no different to the entrances to existing residential areas. The intention of the scheme is to calm the increased traffic which will use Gib Lane. This is being achieved with the introduction

of raised speed tables along the road some of which coincide with junctions, both existing and new. Regarding Objection 3.8, No 36 Gib Lane is close to both a new and an existing road junction at a location where a speed table is required. Not wanting a raised table outside or near to your property is not a valid reason for objection.

For the above reasons, officers recommend that the objections are overruled and that the scheme is implemented as designed.

4.0 IMPLICATIONS

Customer	Amenity
Financial	The costs of implementing the scheme are being met by the developers through a Section 278 Agreement.
Anti-poverty	None
Crime and Disorder	None

5.0 RECOMMENDATION

It is recommended that the Committee recommends that the Executive Member support the officer recommendations that:-

- the objections are overruled.
- the scheme is implemented as designed.
- the objectors are informed of the decision.

6.0 BACKGROUND PAPERS:	Letters of objection Plan
7.0 CONTACT OFFICERS:	Tammy Rehman
8.0 DATE PREPARED:	18 th October 2018

