



EXECUTIVE MEMBER DECISION

REPORT OF: Executive Member for Regeneration

LEAD OFFICERS: Deputy Chief Executive

DATE: 15TH NOVEMBER 2018

PORTFOLIO/S AFFECTED: Regeneration

WARD/S AFFECTED: Livesey with Pleasington and Ewood

SUBJECT:– Gib Lane, Blackburn – Objections to the proposal to install raised speed tables

1. EXECUTIVE SUMMARY

To advise the Executive Member for Regeneration of the receipt of six letters of objection to the proposal to install raised speed tables on Gib Lane, Blackburn

2. RECOMMENDATIONS

That the Executive Member:

supports the officer recommendations that:-

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

3. 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.

Approval to advertise this proposal was given 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.

- 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 on 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. KEY ISSUES & RISKS

No risks arising from this proposal have been identified. The proposal is of benefit to the social and economic well being of the Borough.

5. POLICY IMPLICATIONS

The proposal requires delegated approval from the Executive Member for Regeneration and Chief Officer.

6. FINANCIAL IMPLICATIONS

The cost of making and advertising these raised speed tables will be approximately £40,000 and will be funded from section 278 monies.

7. LEGAL IMPLICATIONS

The necessary legal powers to implement this scheme are within sections 90A the Highways Act 1980 as amended. The advertising of the proposals provided the public with the opportunity to comment or object. Objections have been considered appropriately by officers and objections that were not agreed are the subject of this report for a decision by the Executive Member.

Road speed tables are required to be advertised in the local press and on site to comply with The Highways (Road Humps) Regulations 1999, and also to be consulted with the any district Council, police, fire brigade and other statutory consultees.

The works are to be carried out pursuant to an agreement with the developer under section 278 Highways Act 1980, for the benefit to the public. .

8. RESOURCE IMPLICATIONS

None

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. (*insert EIA link here*)

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

Members of the public will be given the opportunity to object to or comment on the proposal following statutory advertising on site and in the local newspaper.

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

VERSION:	1
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CONTACT OFFICER:	Tammy Rehman
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DATE:	15 TH November 2018
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BACKGROUND PAPER:	Appendix 1 Plan Appendix 2 Plan Appendix 3 Schedule
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