

Highway Matters in Hyndburn Borough

Contact for further information:
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Environment Directorate.

Executive Summary

An update on various highway issues raised at the previous meeting of the Lancashire Local Hyndburn.

Decision Required

That the report be noted.

Background

At the last meeting of the Lancashire Local - Hyndburn a number of matters were raised regarding highway issues across the Borough. Set out below is an update on the individual issues and any proposed action.

a) Lancaster Drive, Clayton-le-Moors

Concerns were raised regarding the height of kerbs and the condition of the road surface and it is hoped to carry out some localised repairs in the form of patching when resources permit.

b) Devonshire Drive, Clayton -le- Moors

At the last meeting the condition of the road surface was raised. It is intended to include Devonshire Drive for consideration in the programme of resurfacing works for 2006/07 financial year, although its selection will be dependent upon the availability of funding and prioritisation in comparison with other schemes.

c) Altham St James Primary School, Altham

It was suggested that a fixed speed camera should be erected in the vicinity of the school. The provision of such a camera is governed by criteria set by the Department for Transport (DfT) which relates to the number of collisions resulting in killed or serious injury, measured speeds, and the appropriateness of a camera as the

solution to the problem, all of which must be met. The injury collision record in the vicinity of Altham St James School is such that the criteria would not be met and therefore approval would not be given by the DfT for a camera in this area.

d) A678 Blackburn Road, Rishton

Concern was expressed at the last meeting regarding traffic queues in the morning on the approach to the Whitebirk Roundabout.

A Local Safety Scheme was implemented last February which included spiral markings on the roundabout itself and reduced the M65 westbound off-slip road to two lanes. This was a result of the poor accident record (70+ injury accidents in 5 years).

The new markings seem to work well for most of the day but peak hour queuing has increased, most notably on the A678 westbound and M65 westbound. The local Traffic Police report that the safety record has improved, although the official figures for the last six months are not yet available. However, the Highways Agency have decided to signalise the roundabout, partly due to queues tailing back on to the main carriageway of the M65 and also with a view to coping with forthcoming major developments in the Whitebirk area. The Highways Agency Consultants, Atkins, are now well underway with the design work and a start on site is provisionally planned for 1st April 2006. Traffic signals will be full time although the current proposal is for partial signalisation ie. A678 eastbound, A6119, M65 westbound signalised and A678 westbound, M65 eastbound without signals.

e) Fife Street, Accrington

The condition of Fife Street was raised and it was suggested that the road be improved. Fife Street is an unadopted highway and there is very little prospect of the street being improved to adoptable standards at the present time.

f) Gladstone Street, Bridge Street, Cattle Street, Great Harwood

It was suggested that the condition of the above roads be examined and where possible repairs made. Since the last meeting the carriageway potholes have been repaired and made safe.

g) Rishton Traffic Signals

At the last meeting a request for the introduction of a pedestrian crossing at Rishton traffic lights was received. The possible introduction of a crossing facility in the area will be considered for inclusion in the pedestrian programme for next financial year.

Consultations

N/A

Advice

N/A

Alternative options to be considered

N/A

Implications: e.g. Financial, Legal, Personnel, Human Rights, Crime and Disorder or Other

This item has the following implications:

N/A

Local Government (Access to Information) Act 1985

List of Background Papers

| Paper | Date | Contact/Council/Tel No |
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Reason for inclusion in Part II, if appropriate N/A