

# Bolton Council

**Report to:** Executive Cabinet Member  
Environmental Services

**Date:** 16 October 2017

**Report of:** Director of Place

**Report No:** ECMES/28/17a

**Contact Officer:** Joe Fox

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**Report Title:** The Bolton (Bromley Cross / Eagley / Chapeltown Road Area, Bolton)(20mph speed limit) Order (Traffic Order 303875)  
Objection Report

**Non-Confidential** This report does **not** contain information which warrants its consideration in the absence of the press or members of the public.

**Recommendations:** Having considered the objection and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree to the introduction of the 20 mph speed limit traffic regulation order as advertised.

**Decision:**

**Background Doc(s):** Copy of e-mail of objection held on file in the Highways and Engineering Division.

**Signed:**

\_\_\_\_\_  
Leader / Executive Member

\_\_\_\_\_  
Monitoring Officer

**Date:**

\_\_\_\_\_

\_\_\_\_\_

**Summary:**

The Director of Place approved the promotion of a 20mph Speed Limit on residential roads in the Bromley Cross, Eagley and Chapeltown Road area under the Scheme of Delegation in June 2017.

The proposal was advertised in August 2017 and one objection was received. This report details and comments upon the objection. Having considered the objection and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree to the introduction of the 20mph speed limit traffic regulation order as originally advertised.

## Background information

1. At the meeting held on 17<sup>th</sup> April 2013 the Council agreed to the principle of introducing a mandatory 20 mph speed limit on all appropriate residential roads in the Borough. This proposal confirming the Council's policy to improve road safety, reduce the severity of casualties and improve the local environment.
2. At the meeting held on 15<sup>th</sup> February 2016 the Cabinet proposed the allocation of funding from the unallocated Capital Programme Resources for 2016/2017 (Item 39, minute (iv) refers). This expenditure was approved by Council at the meeting held on 24<sup>th</sup> February 2016 (item 60, minute (d) refers).
3. This funding is being utilised to complete the promotion and implementation of 20mph speed limits on residential roads across the Borough.
4. An area based approach has been adopted in the introduction of the 20mph speed limits. One of these was the Bromley Cross, Eagley and Chapeltown Road area. This comprised residential roads to the south of, and accessed from, Darwen Road between Higher Ridings and Guild Street and roads to the north of Darwen Road south of its junction with A666 Blackburn Road bounded by, but not including, Darwen Road, Bromley Cross Road and Chapeltown Road. This proposed order further included Birtenshaw Crescent (South of Bromley Cross Road), roads lying to the east of Chapeltown Road and roads in the Eagley Mills development area.
5. A notice relating to the proposed speed limit order was published, pursuant to regulation 7 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, on 11<sup>th</sup> August 2017. The latest date for objections to be made was 1<sup>st</sup> September 2017.

## Representations-Objections

6. On 15<sup>th</sup> August 2017 the Council received an objection to the proposed speed limit area from KB.

7. The objection was as follows;

*"I would like to object to roads in Bromley Cross becoming 20 mph. I don't think any roads should have been made 20 mph except those outside schools in the morning and afternoon when the children are nearby.*

*I think it's a total waste of money and has been trialled by other LA's and abandoned. Why are we wasting money on useless things like this when there are hundreds of other more important things it could be spent on?"*

## Observations

8. Research has shown that the introduction of an area wide limit using 20 mph speed limit signs alone, without supporting traffic calming features, leads to a reduction in speeds of 1mph to 2 mph. While this speed reduction may appear to be low, research has shown that each 1 mph reduction in speed translates to a reduction in accident frequency of 6%. There is also clear evidence confirming the greater chance of survival and reduction in severity of injuries to pedestrians at lower speeds.

## **Consultation**

9. Representatives of the Chief Constable, County Fire and Rescue Service, Greater Manchester Ambulance Service and Transport for Greater Manchester were consulted on the original proposals and no adverse comments were received.

## **Views of Ward Members**

10. The views of Ward Members have been requested on the content of this report and Councillor Critchley has confirmed his support to the proposed 20mph speed limit order as originally proposed.

## **Financial implications and implementation**

11. The cost for the legal traffic order and associated signage is £28,000.

## **Recommendation**

12. Having considered the objection and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree to the introduction of the 20 mph speed limit traffic regulation order as advertised.