

**FOR THE ATTENTION OF
RESIDENTS & BUSINESSES
LIVING IN THE VICINITY OF THE
A580, EAST LANCASHIRE ROAD**

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Subject: A580, EAST LANCASHIRE ROAD – PROPOSED SPEED LIMIT REDUCTION

Dear Sir/ Madam,

The purpose of this briefing note is to update interested parties with progress on the proposal to reduce the current 60mph limit to 50mph, following the earlier consultation exercise that took place in April 2007.

Progress to date

A wide ranging consultation exercise has taken place, progressed on a number of fronts. Leaflets detailing the proposal and incorporating a reply slip for comments were delivered to those properties either fronting directly on to the A580, or to those properties situated on the major roads leading from the A580.

Letters were also delivered electronically via the Worsley & Boothstown and Little Hulton & Walkden Neighbourhood teams, to relevant residents groups or other interested organisations currently on their circulation list.

The media assisted in raising the profile of the proposal and reports were contained in both the Manchester Evening News and the local Advertiser. Interested parties were invited to send comments via e-mail to the Road Safety e-mail address and any residents accessing information via the Salford website were also invited to e-mail their comments.

The results are in and the total number of comments received was 202. There was a clear consensus with 77% of those responding in favour of the reduction and 23% against.

A summary of the comments made has been compiled, however the rest of this brief will address those most frequently mentioned comments and then outline the anticipated timescale to completion of the proposal.



Most frequently mentioned comments

- *'Need for pedestrian crossing facilities'* was one of the most frequently mentioned comments. One of the side issues on this section of the A580 is the proposal to introduce the Leigh – Salford – Manchester bus rapid transit scheme. As well as improving road safety generally, a 50mph limit is necessary in order to accommodate the schemes intention to introduce pedestrian crossing facilities at the major junctions along the A580. This in turn, dovetails with the Worsley and Boothstown Community Committee's wish to fully pedestrianise the A580 junction with Newearth Road.
- *'A reduction in the speed limit from 60 to 50mph will not prevent vulnerable road users from being killed'* this may be true, but an analysis of the most appropriate speed limit for this section of the A580 (this section becoming increasingly populated with residential development) revealed that 50mph is a more suitable limit. In fact Wigan MBC are looking to implement a 50mph limit on the section of East Lancashire Road running from the junction with Higher Green Lane to the border with Salford. A reduction is also considered necessary in order to accommodate the bus rapid transit proposal, as outlined above.
- *'Speed is not the main cause of the problems associated with the A580'* but a number of the collisions reported speed as a contributory factor. Furthermore, the Royal Society for the Prevention of Accidents states that drivers and riders travelling at inappropriate speed are more likely to be involved in crashes and their higher speed means that those crashes cause more severe injuries, either to themselves or to other road users. The term inappropriate speed encompasses driving or riding within the speed limit when this is too fast for the particular conditions at the time (for example, in poor weather, poor visibility or high pedestrian activity). In addition to being a problem on its own, inappropriate speed also magnifies other driver errors, such as driving too close or driving when fatigued or distracted, multiplying the chances of these types of driver behaviour causing an accident. Inappropriate speed removes the driver's safety margin and turns near misses into crashes. Higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop.
- *'Adequate speed enforcement required'* was also raised on a number of occasions. It is appreciated that in order to maintain vehicle speeds at or close to the 50mph speed limit, some form of enforcement will be required. Accordingly, we are working together with the GM Casualty Reduction Partnership to get the entire A580 as a route that can be enforced, which will result in them being able to use mobile cameras on an ad hoc basis, at any point along the entire East Lancashire Road. There are a number of strict criteria that must be met before this is possible and we are in the process of quantifying if the A580 meets these criteria.

Route enforcement with mobile cameras is considered to be a more effective method of speed enforcement, rather than employing static cameras, as it introduces an element of the unknown as to where and when cameras will be deployed. This reduces the likelihood of camera 'surfing' that takes place when motorists anticipate a camera and slow down as they pass through it, speeding up afterwards.

- *'Cameras are purely a revenue generating exercise'* one of the more negative comments received. However, based on the remarks made earlier, we cannot simply enforce wherever we choose, the route must first meet the relevant criteria before this can take place. Speed enforcement is employed as a road safety tool, to tackle sites that have a history of serious collisions and where average speeds are high.

Additionally, any revenue generated from fines is automatically paid to the Treasury. The City Council receive a separate allocation of money from the Government on an annual basis, although the majority of this is paid to the GM partnership to maintain the current enforcement regime, any remaining funds are ploughed back into road safety schemes.

- *'Red light running at junctions is the real problem'* although this practice may be occurring there is no evidence to substantiate this in terms of the personal injury collision records. The current safety camera guidelines require junctions to meet a number of criteria before they can receive enforcement with red light cameras. A number of junctions along the A580 have met these criteria and do have red light camera enforcement, unfortunately it is not possible to introduce them at other sites at the present time but they will continue to be monitored to determine if circumstances change.

- *'Close the gap in the central reserve at Old Clough Lane or install CCTV to prevent cars from u-turning through the gap'* the situation at this location continues to be monitored, although it is anticipated that the issue of vehicles using the gap in the central reserve will be addressed with the introduction of the bus rapid transit proposal. The intention then is to implement full traffic signal control with protected pedestrian facilities, therefore movements through the junction will be completely separate thus reducing the opportunity for collisions to occur.

Anticipated programme to completion

February 2008 – report back findings of consultation

April 2008 – issue instruction for legal to advertise order

May 2008 – advertise

The timescale beyond May 2008 depends if any objections are received during the advertising period. If so then they will need to be resolved and maybe even reported to Regulatory Panel to be debated and hopefully overruled.

However, if no objections are received then progress will be as follows;

June 2008 – issue order for sign work

August 2008 – amend signage/ seal order

Any comments can be forwarded to me at andy.devine@urbanvision.org.uk , but for the moment, I trust this information clarifies the current situation.

Yours faithfully



Andy Devine
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