

**Report to the Cabinet Member for Highways and Transport**  
**Report submitted by: Director of Corporate Commissioning**  
**Date: 13 March 2017**

**Part I**

Electoral Division affected:  
Morecambe North

**The Completion of Heysham to M6 Link Road  
Proposed Beaumont Junction**  
(Appendices 'A' and 'B' refer)

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**Executive Summary**

This report describes the circumstances surrounding a number of incidents occurring at one of the junctions on the newly opened Bay Gateway and proposes that additional road lighting be installed at the Beaumont Junction.

**Recommendation**

The Cabinet Member for Highways and Transport is requested to give approval for the installation of additional lighting at the Beaumont Junction on the Bay Gateway at an estimated cost of £325,000. It is proposed that this additional work be charged to the existing project budget in the Transport block of the County Council's capital programme.

**Background and Advice**

The Leader of Lancashire County Council and the Cabinet Member for Highways and Transport, on 26 October 2011, approved the submission of an application for development consent under the Planning Act 2008 to the Infrastructure Planning Commission (IPC) for the completion of the Heysham to M6 Link Road, now the Bay Gateway. Consent was subsequently obtained and construction commenced in January 2014.

The Bay Gateway opened to traffic on 31 October 2016 and has had an immediate benefit to motorists in significantly reducing journey times and providing much improved access to the Morecambe/Heysham Peninsula. In the weeks following opening, there have been several incidents of motorists failing to safely negotiate the Beaumont junction, and temporary traffic management arrangements have been introduced, whilst this has been investigated.

Originally as part of the design for the Bay Gateway it was intended to light the entire route. However as part of the best and final funding bid submitted to the Department for Transport (DfT) in December 2010 a decision was taken to reduce the scope of the lighting between Morecambe Road junction to the west of the Bay Gateway and Shefferlands roundabout at the east end. The decision to remove the lighting was made in order to save around £330,000 from the cost of the scheme and for environmental reasons in order to limit light pollution. It was considered that a reduction of £330,000 was a significant contribution to establishing a best and final funding bid, at a time when the county council was endeavouring to re-establish the scheme in the Government's major roads capital programme. A cost benefit analysis at the time showed that there was no economic benefit in providing lighting along this section of the link road.

Lighting was removed from the scheme with the exception of the junctions at Morecambe Road to the west end of the scheme and Shefferlands Junction at the east of the scheme, including the new Lune West Bridge and junction of the new slip roads onto Caton Road.

This lighting strategy comprised the basis of the design taken forward for planning approval and for an environmental impact assessment.

Before the junction opened to traffic additional chevron signs were installed and advance direction signs indicate a roundabout on the approach to the junction on all three arms.

An analysis of the road traffic incidents recorded since opening are listed at Appendix 'A'. This shows that all the incidents occurred during the hours of darkness in both the east and westbound directions. This situation appears have stabilised now temporary traffic management is in place, however this does not provide a long term solution.

It is considered that the lighting of this junction (Appendix 'B' shows extent of lighting) will aid drivers in manoeuvring around the roundabout and limit the possibility of a more serious incidents occurring.

It is therefore proposed that additional lighting be installed at the Beaumont Junction at an estimated cost of up to £325,000.

## **Consultations**

There have been extensive consultations with the police and external safety auditors as to the most appropriate way to resolve the issues at the Beaumont Junction, and which has informed the proposed scheme.

## **Implications:**

This item has the following implications, as indicated:

### **Risk management**

Currently, the junction is being managed with temporary traffic management, utilising the existing traffic management maintenance crews for the link road scheme. If mitigation measures are not implemented by the time the link road scheme is complete, separate resources will need to be allocated to maintain the safety of the traffic management and this will attract additional costs.

If accidents continue without implementing any mitigation measures, the county council, could be criticised for not addressing concerns identified by the police and the safety audit with the possibility of third party claims.

### **Financial**

Lighting of Beaumont Junction is currently considered to be at an estimated cost of £325,000 to install and has incurred £4,400 design fees. It is proposed that this additional work be charged to the existing project budget in the Transport block of the County Council's capital programme.

### **List of Background Papers**

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		