

Report to the Cabinet

Meeting to be held on Thursday, 8 September 2022

Report of The Head of Service - Highways

Part I

Electoral Divisions affected:
Burscough & Rufford; Chorley
Rural West; Euxton, Buckshaw
& Astley; Lancaster Central;
Lancaster Rural East; Lancaster
South East; Preston Rural;
Ribble Valley North East;
Thornton & Hambleton; Wyre
Rural Central; Wyre Rural
East;

Corporate Priorities:
Delivering better services;

**Safer Road Fund - Speed Limit Order for Average Speed Camera Enforcement
A588, A581, A682, A683 and A6**
(Appendices 'A' to 'L' refer)

Contact for further information:

Tracey Price, Tel: (01772) 538098, Highway Regulation - Highways and Transportation
tracey.price@lancashire.gov.uk

Brief Summary

This report highlights objections to the recent consultation of five Speed Limit Orders as part of the average speed camera works on the A588, A581, A682, A683 and the A6 in order to improve road safety.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the Speed Limit proposals on the A588, A581, A682, A683 and the A6 as detailed within this report and as set out in the Draft Orders at Appendices 'B' - 'F' and depicted on the plans at Appendices 'G' - 'K' for the reasons outlined within this report and in the Statement of Reasons at Appendix 'L'.



Detail

Road Safety Fund

The Road Safety Foundation is a UK charity advocating road casualty reduction. The Foundation worked with the Department for Transport to establish the Safer Roads Fund to treat the 50 highest risk local A road sections in England. Lancashire had 5 of these roads and the county council was successful in bidding for a total £7.9m for road safety interventions.

The work programme is distinctive in road safety traffic engineering because it uses a proactive approach to work out how to reduce risk on a road. Traditionally, steps are taken to improve safety after collisions have occurred, but this new approach uses road engineering to try and prevent accidents from happening in the first place.

A significant percentage of the allocated funds (approximately £5m) is planned to be spent on Average Speed Enforcement Camera Systems and, working closely with the Police, the initial number of camera sites have been identified along most sections of the roads depicted on the plan at Appendix 'A'.

In parallel to this activity, a review of speed limits on these roads has been undertaken and the proposed changes have been consulted on and form the basis of the proposals in this report.

Consultations

Formal consultation was carried out between 26 April 2022 and 27 May 2022, this was advertised in the local press and notices were displayed on site. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions as currently indicated on site are proposed.

Objections

As a result of the consultation, a number of responses were received to the proposals to the A588, A683 and the A6.

The comments were regarding the items in the proposed order as follows along with the engineer's comments as they are relevant.

A588 – Appendices 'B' and 'G'

Objections to the Proposals

Thirteen items of correspondence were received expressing concerns and disagreement with the proposed reduction in the speed limit from 60mph to 50mph along the A588 through Pilling, Cockerham, Thurnham and Lancaster on the grounds that 50mph is still too high given the nature of the road and the development in the area and requesting that the limit is reduced to at least 40mph.



A petition with 54 signatures was also received on the same grounds.

Further comments were received on the grounds that:

- The proposals for a 50mph limit conflict with the current 40mph advisory warning signs that are present at either end of the Sandside area on the A588.
- Consideration should be given to improving traffic management in the area by also reducing speed limits on the parish roads alongside the A588.

Correspondence Supporting the Proposals

Two responses were received supporting the proposals. The first supporting the 50mph limits along the whole of the A588, and the second supporting the Thornton and Hambleton including the Parish of Stalmine with Staynall proposals.

Officers Comments

The A588 was identified as one of the Top 10 highest risk roads for road users and as a result was prioritised for funding from the Government's Safer Roads Programme. This also includes a combined package of road safety interventions. The speed limit reductions are being proposed on appropriate road lengths in accordance with guidance for setting speed limits on the local A road network and these will be supported by the installation of average speed cameras to manage driver observance and provide effective enforcement.

It is anticipated that in common with many road safety engineering schemes through the combined effect of the road safety measures including, improved road markings, revised speed limits and average speed cameras there will be a significant improvement to safety on the A588 for all road users.

The proposal for the A588 sets a lower 50mph speed limit along the lengths which have previously been assessed as suitable for a national speed limit (60mph for most cars and motorcycles).

While it is noted that the A588 features adjacent development along its entire length, other than the villages of Cockerham, Pilling and Preesall adjacent development is intermittent and of low density and along with the road characteristics would not meet the criteria set out for further speed limit reductions.

The proposed reduced 50mph speed limit is aimed at providing a consistent approach over a significant length of the A588 which forms part of the county's primary road network balancing the need to improve road safety but also to provide for the reasonable movement of traffic.

In one location an historic advisory speed limit warning sign has been deployed at bends as permitted under the Traffic Signs Regulations Directions however these are used across the road network and are not intended to be determinant for the speed limit across the whole or extended route and are intended to highlight a specific single hazard.



It is acknowledged that across the wider network there may be some historical anomalies with speed limits on local roads, however the county council has sought to ensure that speed limits are set in accordance with the national guidance most recently published in 2013.

The proposal relates to amendments to speed limits on the A588 only as part of the Safer Roads Programme. Speed limit changes on other adjacent routes would be considered separately in line with the aforementioned criteria for setting speed limits on local roads and only where there have been significant changes to the characteristics of the road, or, where additional development has taken place and is a major contributing factor to a change in the nature and level of usage of the road when considered alongside other factors including the road safety record.

Officers recommend the proposed measures are implemented as advertised.

A683 – Appendices 'E' and 'J'

Two responses were received from members of the public objecting to the reduction of the speed limit along the A683.

The first item of correspondence was a general objection requesting that the overall speed limit on the A683 should not be changed as the respondent felt that the proposed changes would not alter anything.

The second item of correspondence was in relation to the reduction in current speed limits between Caton and Burrow objecting on the grounds that, due to the nature of the road, 60mph was felt to be a safe speed for the road conditions in the area.

Officers Comments

The A683 was identified as one of the Top 10 highest risk roads for road users and as a result was prioritised for funding from the Government's Safer Roads Programme. The proposal also features a combined package of road safety interventions. The speed limit reductions being proposed on appropriate road lengths are in accordance with guidance for setting speed limits on the local A road network and these will be supported by the installation of average speed cameras to manage driver observance and provide effective enforcement.

It is anticipated that in common with many road safety engineering schemes through the combined effect of the road safety measures including improved road markings, vehicle restraint systems, revised speed limits and average speed cameras there will be an improvement in safety on the A683.

The proposal for the A683 sets a lower 50mph speed limit on those sections with a higher prevalence of bends, junctions, and other highway features including adjacent development together with increased traffic volumes. A national speed limit has been retained for those roads outside these criteria.

Officers recommend the proposed measures are implemented as advertised.



A6 – Appendices 'F' and 'K'

Correspondence was received from the Parish Council with regards to the proposals along the A6 Tollbar junction at Claughton and the traffic lights at the Croston Road, Garstang junction.

The Parish Council welcomed the proposal to install average speed cameras, however felt that in view of the level of housing development underway that consideration should be given to reducing the speed limit along this stretch of the A6 to a maximum of 40mph, if not 30mph, on some sections.

Officers Comments

The proposed speed limit reductions have been set in accordance with guidance for setting speed limits on the local A road network and these will be supported by the installation of average speed cameras to manage driver observance and provide effective enforcement.

The section referred to features a small number of junctions with low density of adjacent development immediately fronting the road itself, where development exists this is predominantly contained behind high boundary hedges and on separate access roads and the proposed 50mph speed limit is in line with current criteria and would not meet the requirements for 30mph or 40mph speed limits.

Officers recommend the proposed measures are implemented as advertised.

Implications:

This item has the following implications, as indicated:

Risk management

Without the introduction of the Speed Limit Orders enforcement of the Average Speed Cameras could not be undertaken and road safety may be compromised.

Financial

The cost of the Traffic Regulation Orders will be funded from the £7.9m Safer Roads Fund.

List of Background Papers

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

