

Report to the Cabinet

Meeting to be held on Thursday, 1 December 2022

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;

Speed Indicator Devices - Updated Policy and Procedure

(Appendix 'A' refers)

Contact for further information:

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Brief Summary

Speed Indicator Devices are a popular tool to tackle speeding issues on the highway. The responsibility for considering requests for Speed Indicator Devices sits with the county council's Road Safety team; over the years a clear process and procedure has been developed and is operating effectively. This report seeks to establish this process and procedure as a formally adopted policy of the council.

Recommendation

Cabinet is asked to approve the adoption of the Speed Indicator Device Policy and Procedure, as set out at Appendix 'A', as a method for considering and implementing Speed Indicator Devices across Lancashire.

Detail

Speed Indicator Devices, more commonly referred to as SpIDs, have been utilised on highways across the country for many years, they are seen as an effective method of managing speeding and raising awareness to drivers. Most signs that are placed on the highway network should meet the requirements that are set out in the Traffic Signs Regulations and General Directions statutory instrument. Speed Indicator Devices have, however, not been included in the Traffic Signs Regulations



and General Directions which has always made their use of the highway less regulated.

Historically, the processes and rules surrounding the introduction of Speed Indicator Devices were fragmented and could depend on where or who was considering the requests. To tackle this disparate approach the responsibility of Speed Indicator Devices was centralised with the Road Safety Team and best practice documents started to evolve.

The latest version of the Traffic Signs Regulations and General Directions (2016) saw the government introducing more flexibility into the signing framework that councils must work within. The most relevant change in 2016 was the introduction in Schedule 13 Part 9 of "Other Temporary signs" which can now be used to regulate Speed Indicator Devices on the network. The Road Safety Team updated the best practice to reflect this new development in legislation and advice on how to treat signs that were put in place prior to these changes being adopted is also included in the document.

The council now has a robust procedure and policy that can be applied to Speed Indicator Device applications across the county ensuring that every application is considered under the same criteria. Furthermore, all existing Speed Indicator Devices have a clear set of guidelines that apply to them when replacements are sought.

The key requirement of a temporary traffic sign is that it must be in place for no longer than 6 months, this has been included in the policy, and several possible locations are always recommended for a Speed Indicator Device to allow it to be rotated to meet this requirement and also reduce the possibility of sign blindness or apathy by drivers. The policy seeks to apply a single exemption to this 6-month limit, mainly for solar powered units. The size and expense of moving a solar unit is disproportionate to the benefits that it brings to the highway, the council should be encouraging the use of renewables, and it is still recommended that the units are rotated to other locations, but it is accepted that this might be less frequently than the 6-month window the policy sets out.

Consultations

The document has been organically developing over several years with the principle affected users and the parish councils providing feedback or comment to help shape the policy. This finalised policy has been circulated to all parish councils, none of which have raised any issues or objections to the document.

Implications:

This item has the following implications, as indicated:

Risk management

The risk of not adopting this as a policy means that the document would remain as best practice only and could be challenged or be subject to pressure from applicants to accept less than satisfactory applications.



List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

