

## Report to the Cabinet

Meeting to be held on Thursday, 7 September 2023

## Report of the Director of Highways and Transport

### Part I

Electoral Division affected:  
Lancaster Rural East;

**Corporate Priorities:**  
Protecting our environment;

## Proposed Speed Cushions - Church Brow, Halton (Appendices 'A' and 'B' refer)

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### Brief Summary

This report outlines proposals to introduce a 20mph zone and accompanying speed cushions on Church Brow and Halton Road, Halton. The scheme has been designed to reduce vehicle speeds and subsequent speed related collisions.

Consultation and formal advertising of the proposals has been undertaken. No objections to the 20mph zone were received which can therefore be progressed under the Scheme of Delegation to Heads of Service. Two (identical) objections to the speed cushion element of the scheme have been received which therefore requires Cabinet approval.

### Recommendation

Cabinet is asked to approve the proposed speed cushion scheme, to accompany the proposed 20mph zone, as set out in Appendix 'A'.

### Detail

Church Brow, Halton is a semi-rural 'C' road close to the M6 junction 34 and Bay Gateway link road. At the time of issuing the design brief there had been 10 injury collisions (2 fatal) in the last 5 years along this route.

A scheme has been designed to address this accident record, consisting of:



- 20mph zone gateway features with enhanced signing.
- Edge of carriageway markings.
- A series of speed cushions to provide a physical speed control measure.

## Consultation

Consultation and formal advertising of the proposals were undertaken between 2 and 30 March 2023. No objections to the 20mph zone were received which can therefore be progressed under the Scheme of Delegation to Heads of Service. Two (identical) objections to the speed cushion element of the scheme have been received.

### Objections (summarised)

- Halton is a conservation area. The introduction of speed cushions would detract from the historic character of Church Brow.
- Concern about the impact of increased noise and vibration. Traffic has increased significantly since the opening of the Bay Gateway and the objector's fear is that noise pollution will increase.
- Church Brow was not designed for the current traffic volume. An alternative should be sought and consideration given to restricting HGV movement.

In response:

A 20mph zone has been created to reduce the need for extensive hump warning signs. The speed cushions would be constructed from black road surface material, with a simple triangular road marking on the approach side. Speed cushions have been successfully implemented in similar environments in Lancashire, where they have not been considered environmentally intrusive.

Speed cushions have been selected as an alternative to full width road humps and are designed to cause minimal interference for larger vehicles, furthermore the minimum permissible cushion width of 1.5 metres has been used, as these produce the least amount of ground-borne vibration.

Studies of speed cushion effects on traffic noise levels summarised in the Department for Transport (Local transport Note 1/07, Traffic Calming) demonstrate that for smaller vehicles, noise levels were reduced substantially due to the change in vehicle speeds. There is generally an increase in maximum noise levels for commercial vehicles, however a traffic count at Church Brow in 2021 recorded HGVs at just 5% of the total traffic volume.

Figures from the same document also demonstrate that from 11 measured sites, vehicle flows were reduced by an average of 24 percent after speed cushion schemes were introduced.



## Appendices

Appendices 'A' and 'B' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	General arrangement drawing
Appendix 'B'	Traffic Signs Schedule

### Implications:

This item has the following implications, as indicated:

### Risk management

Failure to implement these proposals would leave the history of accidents on this road unaddressed. Furthermore, there is also a risk of traffic migration from the nearby A683, as average speed cameras are brought into operation.

### Financial

The cost of the scheme is estimated at £35,000 in terms of construction and is funded through the Road Safety Capital Programme, utilising grant left over from 2021/22.

### Legal

The legal procedure to install speed cushions is under section 90A-F Highways Act 1980 and the Highways (Road Humps) Regulations 1999.

### List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

