

A49 Spurstow

Petition Submission Report



February 2017

Document Control Sheet

	Project No:	
Project:		
Document Title:		
Ref. No:		

	Originated by	Checked by	Reviewed by	Approved by
ORIGINAL	NAME	NAME	NAME	NAME
Revision 0	S Barker	P Mthunzi	R Welch	G Mallin
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

REVISION 1	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

Ringway Jacobs

This document has been prepared by Ringway Jacobs in its professional capacity in accordance with the terms and conditions of Ringway Jacobs' contract with Cheshire East Council (the "Client"). Regard should be had to those terms and conditions when considering and/or placing any reliance on this document. No part of this document may be copied or reproduced by any means without prior written permission from Ringway Jacobs. If you have received this document in error, please destroy all copies in your possession or control and notify Ringway Jacobs.

Any advice, opinions, or recommendations within this document (a) should be read and relied upon only in the context of the document as a whole; (b) do not, in any way, purport to include any manner of legal advice or opinion; (c) are based upon the information made available to Ringway Jacobs at the date of this document and on current UK standards, codes, technology and construction practices as at the date of this document. It should be noted and it is expressly stated that no independent verification of any of the documents or information supplied to Ringway Jacobs has been made. No liability is accepted by Ringway Jacobs for any use of this document, other than for the purposes for which it was originally prepared and provided. Following final delivery of this document to the Client, Ringway Jacobs will have no further obligations or duty to advise the Client on any matters, including development affecting the information or advice provided in this document.

This document has been prepared for the exclusive use of the Client and unless otherwise agreed in writing by Ringway Jacobs, no other party may use, make use of or rely on the contents of this document. Should the Client wish to release this document to a third party, Ringway Jacobs may, at its discretion, agree to such release provided that (a) Ringway Jacobs' written agreement is obtained prior to such release; and (b) by release of the document to the third party, that third party does not acquire any rights, contractual or otherwise, whatsoever against Ringway Jacobs and Ringway Jacobs, accordingly, assume no duties, liabilities or obligations to that third party; and (c) Ringway Jacobs accepts no responsibility for any loss or damage incurred by the Client or for any conflict of Ringway Jacobs' interests arising out of the Client's release of this document to the third party.

Contents

- 1 Introduction
- 2 Safety Camera
- 3 Collision History
- 4 Traffic Data
- 5 Road Signs and Road Markings
- 6 Carriageway Condition
- 7 Speed Limit
- 8 Recommendations and summary

The cover photograph shows the A49 junction with Peckforton Hall Lane and Long Lane, Spurstow.

1 Introduction

1.1 Introduction

In September 2016, Cheshire East Council received a 135 signature petition from residents of Spurstow requesting a reduction in the speed limit from the existing 40mph down to 30mph, and the introduction of other safety measures.

The petition called for;

- All 40mph signage to be replaced with 30mph signage.
- The existing speed camera to be calibrated to detect vehicles travelling in excess of 30mph.
- Placement of no overtaking white lines at the Long Lane/Peckforton Hall Lane crossroads and adjacent to appropriate residential properties including Panama Hatty's Restaurant.
- Signage to indicate the absence of footways as appropriate to residential dwellings.

Many of the signatories also wrote individual letters outlining their concerns regarding;

- Safety of pedestrians crossing the A49.
- Lack of adherence to the existing 40mph speed limit.
- Road surface condition causing vibration in properties.
- "Accident blackspots" at the junctions with Peckforton Hall Lane/Long Lane and Badcock's Lane.
- Increase in the number of HGVs travelling along the A49 in recent years.

On 5th December 2016, a meeting was held at Westfields, Sandbach. Councillors David Brown and Glen Williams met with three residents of Spurstow. Paul Davies from Cheshire East Council and Gary Mallin and Simon Barker from Cheshire East Highways were also in attendance.

The residents explained the reasons for the petition and their general concerns were discussed.

The process for setting speed limits in accordance with the Cheshire East Council *Speed Management Strategy* and the Department for Transport document *Setting Local Speed Limits* was explained. It was also pointed out that historically many speed limits had been set unrealistically low, creating a culture where speed limits are often ignored.

The criterion for installing double white line lines was explained.

It was agreed that a further meeting would be held with the residents in the New Year after the following actions by Cheshire East officers;

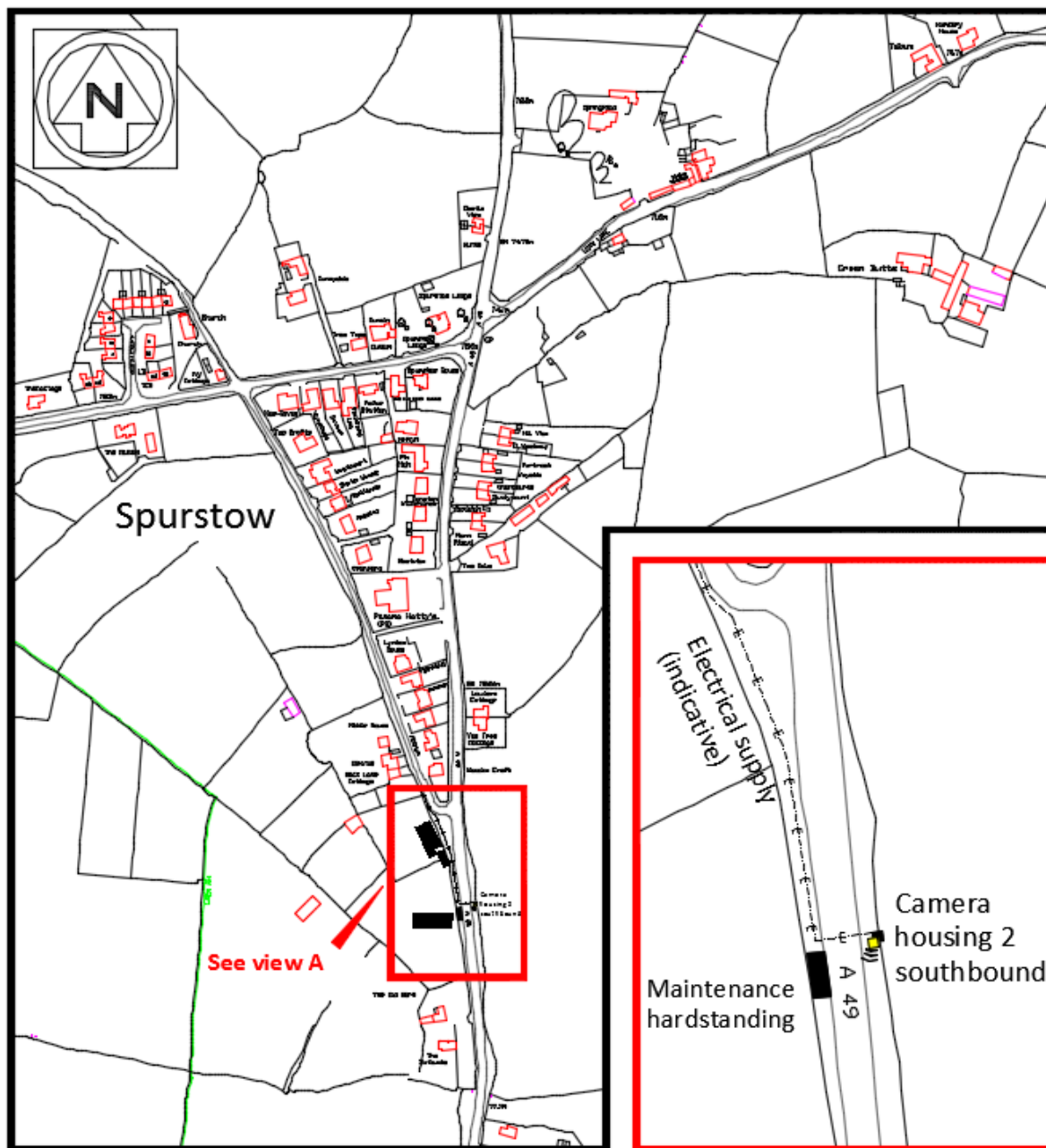
- Carry out traffic survey to obtain average speed data and breakdown of vehicle classifications.
- Consider relocation of the existing speed camera.

- Investigate the provision of “pedestrians in the carriageway” warning signs.
- Carry out analysis of latest 5 year injury collision history.
- Establish whether the criterion for a double white line system is met.
- Asset Management to review carriageway condition.

2 Safety Camera

2.1 Existing location

At present there is a safety camera within the existing 40mph speed limit. It is located to the south of Back Lane (also known as Nursery Lane), facing south. (see below).



Existing safety camera location

The camera has been subject to vandalism on two separate occasions and is currently out of action. It has been pushed over from the top of the pole and is presently leaning and requires attention in order for it to become operational again.



Vandalised safety camera

2.2 Proposed location

An estimate of £10,618.80 has been received from the safety camera supplier to relocate the camera. It is recommended that the camera is re-sited to a location close to Panama Hatty's, subject to a survey and the presence of statutory undertaker services. This location is closer to the residential properties and is therefore less likely to future vandalism. It would also have a positive effect on the adherence to the speed limit in the residential core of Spurstow.

3 Collision History

3.1 Collision summary – A49 Spurstow

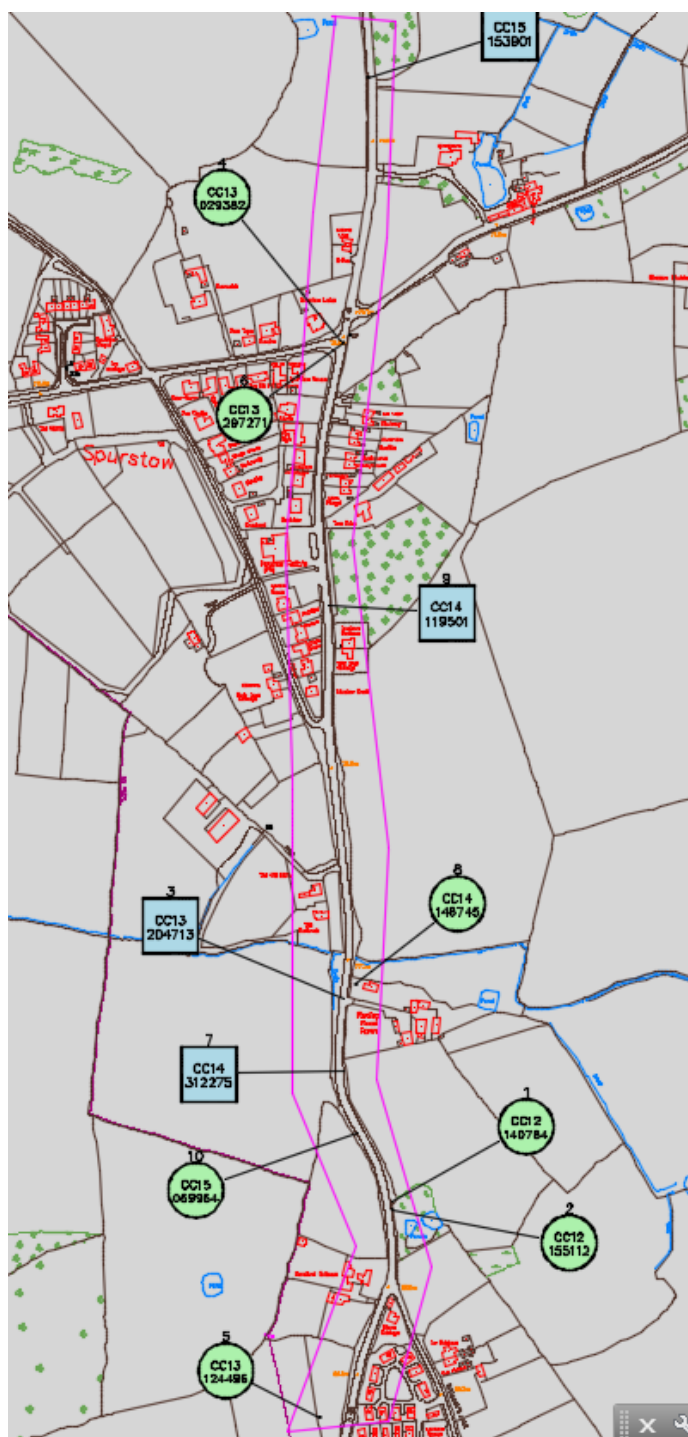
The 5-year collision history for the A49 through Spurstow identifies 11 reported personal injury collisions (PIC) between 1st September 2011 and 31st August 2016. The table below shows a summary of PICs data provided by Cheshire Constabulary over the 5-year study period.

	2011 (from Sept)	2012	2013	2014	2015	2016 (to Aug)	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	2	1	0	4
Slight	0	2	3	1	1	0	7
Total	0	2	4	3	2	0	11

A49 history of personal injury collisions within the latest 5-year period

	1	2	3	4	5	6	7	8	9	10	11
Reference Number	CC12 140784	CC12 155112	CC13 204713	CC13 029382	CC13 124496	CC13 297271	CC14 312275	CC14 146745	CC14 119501	CC15 069964	CC15 153901
Date / Day Month Year Time	We23 May 2012 1355	Tu05 Jun 2012 2255	Mo22 Jul 2013 1420	Fr01 Feb 2013 1614	We08 May 2013 1442	Fr18 Oct 2013 1318	Tu21 Oct 2014 0624	Fr23 May 2014 2211	Tu29 Apr 2014 1045	Th12 Mar 2015 1950	Su31 May 2015 0940
Severity	SI	SI	Se	SI	SI	SI	Se	SI	Se	SI	Se
Dark / Lit											
Weather Conditions											
Road Surface											
Special Conditions											
Carriageway Hazards											
Vehicle Manoeuvres											
Vehicle 1 5 e											
Vehicle 2 6 t											
Vehicle 3 7 c											
Vehicle 4 8											
Casualty /age	23	25	43	32	23	44	32 42	43	60		18
Failed to Give—Way											
Signal Ignored											
Loss of Control											
Hit Object <u>IN</u> C'way											
Hit Object <u>OFF</u> C'way											
Vehicle Left C'way	O	O	O				N	N	N	O	N
Breath Test											
Contributory Factors 1/2	V1**V1** 410 602	V1 *V1 * 103 307	V1**V1** 307 410	V1 *V1 * 405 402	V1**V1** 403 405	V1** 103	V1 *V2 * 102 102	V1 * 103	V1**V1** 601 602	V1 *V1** 410 707	V1 *V1 * 103 605
3/4	V1 * 307	V1 * 607	V1** 403	V1**V1 * 403 406	V1** 406		V1 *V2 * 103 103		V1**V1** 603 607		
5/6							V1**V2 * 108 108				
School No./Ref.											
User fields:											
1											
2											
3											
4											

Injury collision details



Injury collision locations

3.2 Collision analysis

The junctions at Badcock's Lane and at Peckforton Hall Lane/Long Lane were of particular concern to local residents, who referred to them as "accident blackspots". For the latest 5 year collision data period, no injury collisions were reported at the Badcock's Lane junction. There were two slight injury collisions reported at the Peckforton Hall Lane/Long Lane junction, both in 2013 and prior to the introduction of the current 40mph speed limit. The two junctions do not therefore highlight any issues regarding safety.

The eleven collisions are spread over the length of the A49 through Spurstow, as can be seen on page 7, with six occurring prior to the introduction of the existing 40mph speed limit (Collisions 1 to 6 on page 7). Since the 40mph speed limit was introduced on 29th November 2013, there have been five injury collisions reported, three of which were serious and two slight. The contributory factors are recorded as;

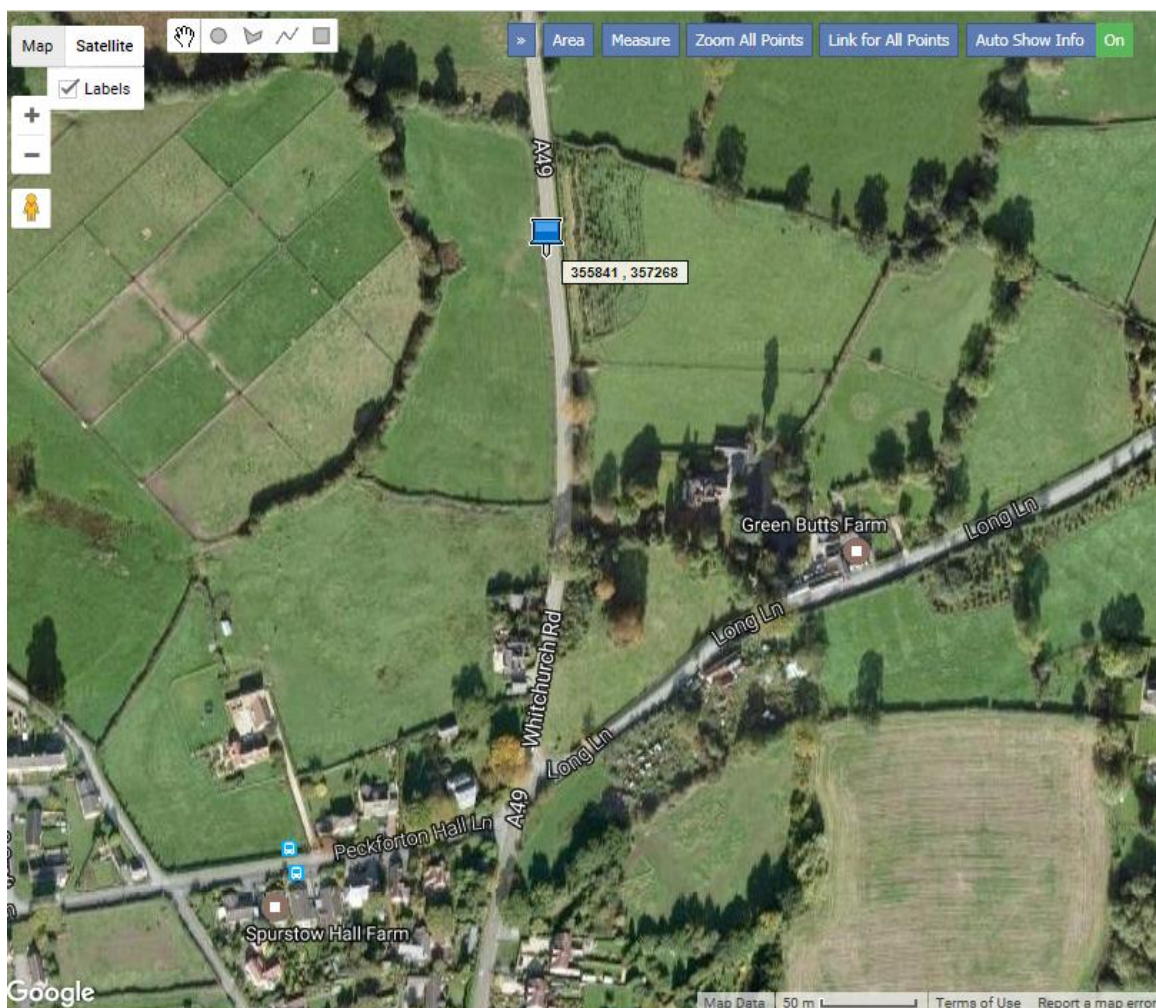
- **Collision 7.** (i) Deposit on road (e.g. oil or mud), (ii) Slippery road due to weather and (iii) Road layout (e.g. bend, hill, narrow carriageway).
- **Collision 8.** Slippery road due to weather.
- **Collision 9.** (i) Aggressive driving, (ii) Careless, reckless or in a hurry, (iii) Nervous, uncertain or panic, (iv) Unfamiliar with model of vehicle (motorcycle).
- **Collision 10.** (i) Loss of control, and (ii) Rain, sleet or snow.
- **Collision 11.** (i) Slippery road due to weather, and (ii) Learner or inexperienced driver/rider.

None of the injury collisions above were speed related.

4 Traffic Data

4.1 Traffic and speed data

A traffic survey was carried out in July 2012 to the north of the junction with Peckforton Hall Lane/Long Lane, and prior to the introduction of the 40mph speed limit. A further survey was carried out at the same location in January 2017.



Location of Traffic survey carried out in 2012 and 2017.

	Average speed northbound	Average speed southbound	Combined average speed
July 2012	47.3 mph	46.4 mph	46.9 mph
January 2017	41.4 mph	41.3mph	41.35mph

Average speeds have fallen since the introduction of the 40mph speed limit, from 46.9mph to 41.43mph at this location.

An additional traffic survey was carried out in January 2017 in the residential core of Spurstow.

Average speeds were recorded at 35.8mph, with 85% of all vehicles travelling at, or below, 38.7mph. This confirms good compliance with the 40mph speed limit.

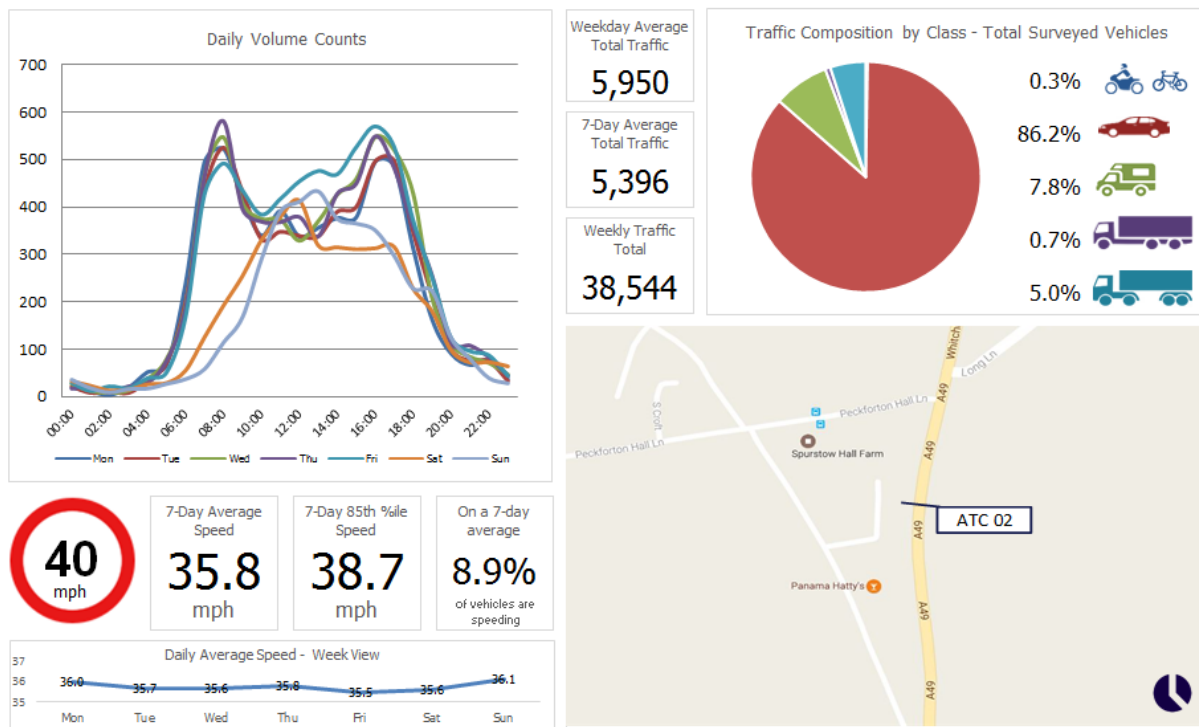
HGVs made up 5.7% of all vehicles travelling along the A49

Dashboard Summary

Click to view full data sets and further breakdown

2. A49, Whitchurch Road - 53.107294, -2.661667

Combined



Traffic survey summary in residential core

5 Road Signs and Road Markings

5.1 Existing road markings and signs

5.1.1 Approaches to Spurstow

The 40mph terminal signs on each approach to Spurstow have yellow backing boards, and are supplemented with dragons' teeth 40 roundel markings.

5.1.2 Throughout the 40mph speed limit

Within the 40mph speed limit there are;

- 40mph repeater signs on yellow backing boards
- 40 roundel road markings
- SLOW markings
- "Speed Camera" signs
- Two vehicle activated 40mph VAS signs
- Yellow backed chevrons on bends
- Double white lines at locations with restricted forward visibility, some with a central red surface treatment
- Hazard centre lines
- Edge of carriageway lines
- General warning signs for bends and side roads

5.1.3 Junction of A49 with Peckforton Hall Lane/Long Lane

On each approach to the Peckforton Hall Lane/Long Lane junction there are;

- Advance Direction signs
- "Staggered cross roads" warning signs on yellow backing boards
- Hazard centre lines on red surface treatment
- SLOW markings

The Traffic Signs Manual (TSM) states that *"Double white lines are used to prohibit overtaking where (forward) visibility is restricted"*. The forward visibility at the A49 junction with Peckforton Hall Lane/Long Lane is above the required standard. TSM explains that where visibility is above the minimum standard, a hazard centre line should be used. The existing hazard centre line through the crossroads is therefore the correct road marking for the prevailing conditions and a double white line system would not be justified.

5.2 Proposed road markings and signs

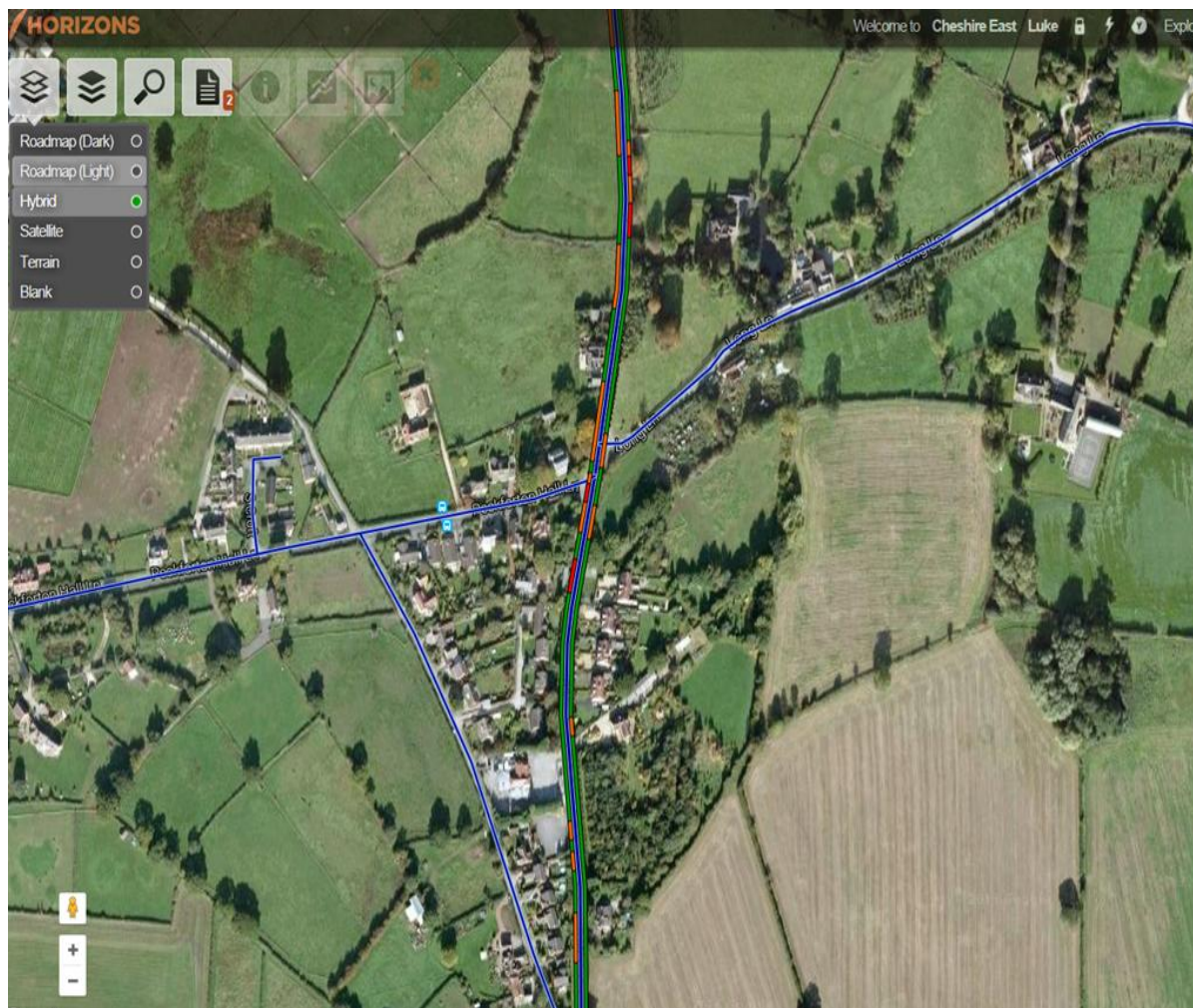
Some road markings are in poor condition and the edge of carriageway markings are inconsistent. It is recommended that road markings are renewed as required, and additional edge of carriageway markings are provided.

There are no warning signs to indicate that due to the lack of footways, and the fact that pedestrians cross the A49, there is the possibility of encountering pedestrian activity. It is recommended that "pedestrians in the carriageway" warning signs are installed.

6 Carriageway Condition

6.1 Condition survey

A road surface condition survey was carried out on the A49 through Spurstow in May 2016. The overall condition was recorded as good (shown in green below).



Four of the five injury collisions that have taken place since the 40mph speed limit was introduced have a contributory factor of “Slippery road due to weather” and occurred on a wet road surface in the rain. Consideration could be given for grip fibre/surface dressing treatment.

7 Speed Limit

7.1 Speed Limit Assessments

Historically many speed limits have been set unrealistically low, creating a culture where many speed limits are often ignored. Speed limits that are too low for the road conditions create enforcement problems for the police, and have little or no effect on average vehicle speeds.

As a consequence of this, the Department for Transport (DfT) issued the document “*Setting Local Speed Limits*” to provide guidance to highway authorities on the process for setting a speed limit, and to ensure consistency throughout the country. Cheshire East Highways now follows the DfT assessment process and this is supplemented by the Cheshire East Council “*Speed Management Strategy*” of September 2016.

The new process is in place to ensure any new speed limit is evidence-led and self-explaining to reinforce peoples’ assessment of what is a safe speed to travel. This should encourage self-compliance. Improved respect for speed limits leads to better compliance.

The lowest speed limit for a rural road is 40mph and this should apply “*where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users*”(DfT).

Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Extract from DfT “*Setting Local Speed Limits*”

30mph speed limits are not permitted on rural roads, unless in a village environment. The Cheshire East Council *Speed Management Strategy* provides additional information on the justification of 40mph speed limits on rural roads, and also the criteria for a village 30mph speed limit.

Speed Limit (mph)	Where limit should apply:
40	<ul style="list-style-type: none"> • Settlement has shop(s), school(s), public house, petrol station etc. • Significant development on both sides of road, but not necessarily continuous, with some development in depth, overall frontage exceeds 400m in length. • Some pedestrian/cycle activity throughout the day with possible peaks associated with schools etc. • Some provision for pedestrian/cyclists or acknowledged need and possible warning signs.
30	<ul style="list-style-type: none"> • Settlement has a clearly defined core – shopping area, town/village green etc. • Numerous facilities generating pedestrian/cycle activity – schools, shops, public house, play areas etc. • Almost continuous frontage development exceeding 600m in length. • Significant development in depth. • Significant pedestrian activity throughout the day with provision of footways and/or crossings.

Extract from CEC *Speed Management Strategy*

The residential properties in Spurstow cover a length of approximately 400m and are predominantly on one side of the road. There are no shops, schools, village greens etc, although there is a restaurant (Panama Hatty's) which is open weekday evenings and all day at weekends. Unlike a public house, it is not a focal point of the community, generating custom from further afield with visitors travelling by car. There is no village "core" and therefore nothing to generate significant numbers of pedestrian activity.

Based on the above criterion, the most suitable speed limit for Spurstow would appear to be 50mph, rather than the present 40mph. It would certainly not meet the requirements for a further reduction to 30mph.

8 Recommendations and Summary

8.1 Recommendations

It is recommended that the following measures are taken;

- Relocate the safety camera to a suitable location in the vicinity of Panama Hatty's restaurant.
- Install "pedestrians in the carriageway" warning signs.
- Renew worn road markings.
- Provide additional edge of carriageway road markings
- Investigate need for grip fibre/surface dressing treatment further

8.2 Summary

- Although there are perceived safety issues, the latest 5 year police injury collision data does not back up these concerns.
- The existing 40mph speed limit is in keeping with the nature and characteristics of the road, and is possibly too low, with a more realistic 50mph speed limit being more suitable.
- The proposed recommendations should be considered for action.