



Carnforth Town Council

MEMBERS OF THE PUBLIC AND PRESS ARE WELCOME TO ATTEND

**Summons to attend meeting of Town Development & Planning Committee on
Monday 4th April 2022 at 5:00pm at Carnforth Council Offices**

A G E N D A

- 22029. Apologies:** To receive apologies.
- 22030. Declarations of Interest:** To receive Declarations of Interest and Dispensations on items on the Agenda.
- 22031. Urgent Business:** To consider any items of urgent business.
- 22032. Minutes:** To consider and approve Minutes of meeting held on Monday 7th March 2022.
- 22033. Planning Applications:** To consider planning applications, traffic regulation orders and other planning matters.

Application No:	Description
22/00195/FUL	Demolition of existing garage & erection of a single storey chalet for use as a holiday let – 118 North Road, Carnforth LA5 9LU
22/00351/FUL	Erection of one detached dwelling with associated access, alterations to boundary wall and alterations to existing watercourse – Land Rear of Cemetery, Back Lane, Carnforth

- 22034. Actions:** To consider log of actions and related updates and progress not covered on the agenda
- 22035. Carnforth Big Weekend:** Updates and spending approval
- 22036. Bay Volunteers:** To consider Council support to recruit new volunteers and promote on social media (See Clerk's Report)
- 22037. Town Development:** To consider and receive updates on actions / opportunities to develop and promote the town, including:
1. Carnforth Footfall Reports (See agenda pack)
 2. **Exempt item** - Clock Repair and Maintenance - consider quotation and funding for repair and maintenance of Clock at 30 Market Street, Carnforth
- 22038. Highways & Footpaths:** To consider and receive updates on actions including:
1. Review of [Issues Log](#)
 2. Parish & Town Council's Highways Conference
 3. Carnforth Car Club update



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4. Safer Lancashire Neighbourhoods Fund (See agenda pack)
5. Speed Indicator Device (SpID) Policy & Procedure and Questionnaire (See agenda pack)
6. Slow Down, Save Lives Resources (See Clerk's Report)
7. Walking and Cycling in Carnforth & Lancashire County Council Survey (See Clerk's Report)
8. PROW update

22039. Carnforth Neighbourhood Plan (CNP): To consider any updates

22040. Air Quality Improvement Plans for Carnforth / Air Quality Action Plan: To consider any updates

22041. Date & Time of next meeting: Date & time of next meeting (Monday 4th April 2022)

A handwritten signature in black ink, appearing to read 'Robert B. Bailey', with a long horizontal line extending from the end of the signature.

Clerk & Proper Officer

Tel: 07846 256 006

Email: clerk@carnforthtowncouncil.org



Carnforth Town Council

MEMBERS OF THE PUBLIC AND PRESS ARE WELCOME TO ATTEND

Clerks Report

Agenda Item 22036: Bay Volunteers are looking for more people to join them to support their work across Lancaster. The initiative, formally the Lancaster District Support Line, supports the needs of people and communities across the Lancaster District, working with partners including Lancaster City Council, Lancaster District Community Hub, Lancaster District CVS, Lancaster and Bay Integrated Care Communities, Lancaster University Students' Union, among many others to bring support to those in our community who need it.

They also offer a Support Line where volunteers can sign up and pick which requests they are able to do, which mainly include shopping for someone, collecting and delivering post/parcels, collecting and delivering prescriptions, or befriending/listening calls for someone over the phone, as well as other requests like going on a listening walk with someone.

Agenda Item 22038 (6): Lancashire County Council are making resources available to all Parish / Town Councils in Lancashire districts who want to help in the County Council's mission to reduce speeds on Lancashire Highways. Packs contain: 250 x bin stickers; 1 x Banner; 2 x Adult High Viz jackets

Agenda Item 22038 (7): Everyone is invited to take part in a survey to help shape future plans for cycling and walking in Lancashire.

Lancashire County Council wants to join up the gaps in the existing network of footpaths and cycle routes and provide safer, direct and more convenient routes.

Working in partnership with Blackpool Council, they are developing Local Cycling and Walking Infrastructure Plans, providing long term solutions for future cycling and walking networks throughout Lancashire.

A plan will be produced for each of the following seven geographical areas of the county; Central Lancashire, Ribble Valley, Hyndburn and Rossendale, Burnley and Pendle, West Lancashire, Fylde Coast and Lancaster. The Fylde coast plan will include Blackpool alongside Fylde and Wyre.

To help the council, they are asking for feedback from across the county on current cycling and walking provision in their area. They want to know what the gaps are in the network and what facilities would enable people to walk and cycle more.

The survey will be available on the County council's website until 5 May 2022.

Additional design and feasibility work will be needed to take any of the proposed schemes forward. You can find out more about the Local Cycling and Walking Infrastructure Plans, and take part in the survey at www.lancashire.gov.uk/activetravel

TOWN DEVELOPMENT & PLANNING COMMITTEE

Draft Minutes of the meeting held on Monday 7th March 2022 at 5:00pm

Present: Councillors Watkins (Chair); Parker and Stretch

In attendance: Bob Bailey, Clerk & Proper Officer

22020 **Apologies:** Apologies were received from Councillors Branyan and Smith

22021 **Declaration on interests and dispensations:** There were no declarations of interest on matters on the agenda.

22022 **Urgent Business:** Councillor Watkins referred to the Lancaster Civic Society's petition which is part of their campaign to submit an expression of interest for Carnforth to become the first headquarters of Great British Railways. Councillors agreed that Carnforth meets the specified criteria and would provide an outstanding location for the headquarters, due to its rail heritage and connectivity and opportunities as part of the Government's levelling up agenda. The Proper Officer reported that he had promoted this campaign on the Town Council's website and social media once he had seen details of the proposal on Twitter. Lancaster City Council's formal position in relation to this bid was unknown at the time of the meeting. **ACTION: Proper Officer to seek Councillors opinions with a view to submitting the Town Council's support, individually and collectively, by the deadline of 16th March 2022. (Note: On 8th March the Town Council was formally asked to contribute to Lancaster City Council's expression of interest in support of Carnforth's bid and a remote meeting subsequently arranged)**

Councilor Parker reported that Monday 14th March is Commonwealth Day and proposed that Carnforth Town Council celebrates this event in the War Memorial Gardens at 11am with the Town Crier giving the commonwealth affirmation, followed by a short service and refreshments at the Royal Station Hotel. It was then **RESOLVED that Carnforth Town Council supports Commonwealth Day and promotes the proposed event on social media and the Council's website.**

The Proper Officer reported that Lancaster City Council are seeking to extend their electric car share club into Carnforth as part of the work to reduce carbon emissions in the Lancaster District. The scheme aims to make it more accessible for people to hire a car when they need it rather than to own one. After some comments, it was **RESOLVED that a remote meeting be set up with officers from Lancaster City Council to discuss the scheme in more detail.**

22023 **Minutes:** It was **RESOLVED that the Minutes of the meeting held on Monday 7th February 2022 be approved.** .

22024 Planning Applications: There were no planning application(s) for consideration

Application No:	Description
22/00157/FUL	Erection of 1 st floor extension – 166 Lancaster Road, Carnforth LA5 9EF Recommendation: Support in principle
22/0048/TCA	Fell 2 x pine trees – Carnforth Station Gateway, Carnforth Railway Station, Warton Road, Carnforth Recommendation: Support in principle

Councillors commented on each planning application, it was then **RESOLVED that the Town Council considers the recommendation(s) and comments of the Committee set out above and determines action(s) to be taken.**

22025 Actions: The Proper Officer and Councillors provided an update on actions assigned to this Committee, not covered on the agenda. Each action was considered in turn and progress noted and any remedial action agreed.

It was noted that outstanding actions were either on hold or covered by the meeting agenda with the exception of a question raised at the recent meeting with Keerford View Residents regarding a report on progress on the Lune Valley Boardwalk project which, it is understood, is the responsibility of the Lunes Rivers Trust. **ACTION: Proper Officer to contact Lune Rivers Trust for an update on the project.**

22026 Town Development: The committee considered the following events, updates and opportunities to enhance the town:

- 1) Carnforth Big Weekend / Queen's Platinum Jubilee update:** The Proper Officer and Councillor Watkins provided an update on the developing plans. Councillors congratulated the Proper Officer on securing £8,700 from the National Lottery fund being the estimated costs for events over the four days. It was reported that this had been possible following the decision to incorporate 'The Big Jubilee Lunch' into the Council's plans.

Following a positive meetings with Carnforth High School and local primary schools progress is now being made on the arrangements for the Beacon Lighting and the School Sports and Fun Day. Progress is also now being made on securing vendors and entertainers.

The Proper Officer has completed and previously circulated to all Councillors separate applications for Temporary Road closures - including a map of the planned traffic management arrangements - on Saturday 4th June (Royalty Day/Big Lunch) and Sunday 5th June (Service and Parade).

Alongside this the Proper Officer has also put together and circulated a detailed Event Safety Management Plan, including a risk assessment, for each day.

This essential document will be presented by the Proper Officer and Councillor Watkins to the multi-agency Event Safety Advisory Group (ESAG) who next meet in April. Councillors were advised that ESAG will provide support and advice so that the events can go ahead safely but that it would be the Council's responsibility to ensure that the agreed plans are made known to all volunteers, Councillors and staff and are followed. It was also noted that risk assessments will need to be completed for the Beacon lighting (Thursday 2nd June) and the School Sports and Fun Day (Friday 3rd June). **ACTION: Proper Officer to produce risk assessments for consideration and approval.**

After some discussion, it was **RESOLVED that the update be noted and that Temporary Road Closures and Event Safety Management Plans be endorsed by Carnforth Town Council.**

- 2) **Highways & Footpaths:** It was reported that the *Issues Log* has been updated following the walkabout undertaken by Councillors Parker and Stretch. Along with some issues raised by the residents at Keerford View there are some 48 highways related matters recorded. The Proper Officer requested that these be prioritised so that a coordinated approach to tackling these matters can be undertaken by the Town Council and/or the principal authorities. During the subsequent discussion it was noted that there are several 'common themes'. **ACTION: Proper Officer and Councillor Smith (Committee Chair) to review the *Issue Log* to identify key and common areas of work that c/should be taken forward in the immediate term.**

The Proper Officer submitted a proposal, previously agreed by the Committee, to Lancashire County Council setting out suggested improvements to Footpath 25 – Hodgson's Bridge to Footpath 5 adjacent to the M6 Kellet Road Bridge. A response has recently been received from the Public Rights of Way Manager with information and advice. **ACTION: Proper Officer to circulate County Council's advice for consideration and comment.**

No further action has been taken on the proposed areas for tree planting but as previously reported details of the *Queen's Green Canopy*, a tree planting initiative to mark the Queen's Platinum Jubilee, and suggested locations will be set out in the next edition of the *Carnforth Express* for public consultation and comment.

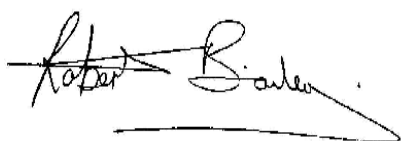
- 3) **Air Quality Matters:** Councillor Watkins reported on a remote meeting held with representatives from the principal authorities to discuss a range of matters relating to the Air Quality Improvement Plans for the town and the Air Quality Action Plan - Cycling and Walking. As previously reported action agreed in 2019 had not been taken forward due to the coronavirus pandemic and a change of officers over that period of time and the meeting was an opportunity to revisit these; take account of changes in the interim period - including relevant links to the developing Carnforth Neighbourhood Plan - and agree a way forward.

It was reported that air quality in the town remains within allowable limits but could be improved. It was agreed that, at a time to be determined, a road traffic survey would be undertaken and reported back.

It was then **RESOLVED that the updates and remedial actions be noted and progress reported at the next Committee meeting.**

22027 **Carnforth Neighbourhood Plan (CNP):** The Proper Officer reported that the Statutory Regulation 16 consultation has been widely promoted on the City Council and Town Council websites and social media. In addition, Lancaster City Council have also consulted with statutory consultees. The six-week consultation ends on Friday 18th March after which all responses will be collated by Lancaster City Council and, together with the Town Council, a planning inspector appointed. It was then **RESOLVED that the Proper Officer provides a further update and report following the Regulation 16 consultation.**

22028 **Date of next meeting:** The next meeting of the Town Development & Planning Committee is due to be held on **Monday 4th April 2022.** The meeting closed at 6:00pm

A handwritten signature in black ink, appearing to read 'Robert Bailey', with a long horizontal line extending from the end of the signature.

Clerk & Proper Officer to the Council



Place Informatics



Monthly Site Performance Report

Carnforth

February 2022



Carnforth

Summary

Your footfall this month was **118,954** (Last month **120,951**) a change of **-1.65%**.

Visitors typically spent **00:32:12** (h:m:s) on site and visited **2.23** times per month

Place Informatics





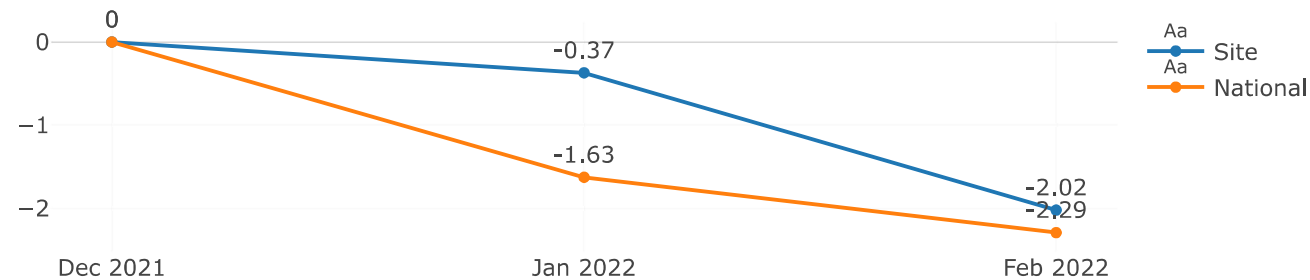
Site Footfall

Month-on-month change in number of visits: **-1.65%** National change: **-0.68%**

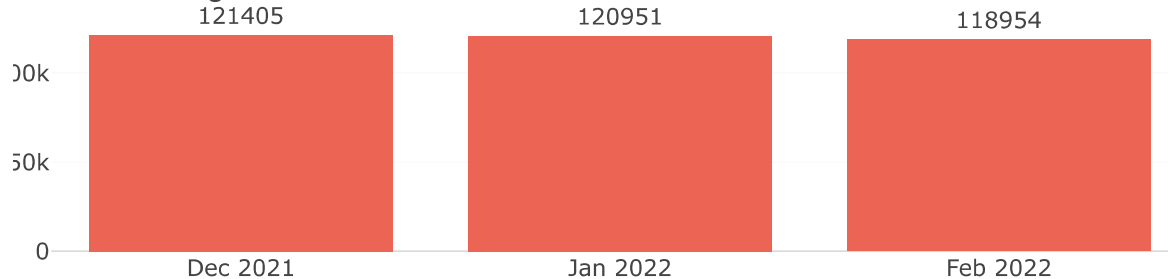
February 2022: **118,954**

January 2022: **120,951**

3-Month Footfall Index



Volume Change in Footfall



Footfall

Footfall is measured by analysing the number of visits made by visitors from the core catchment postcodes of the site and extrapolating using the postcode population to calculate total footfall volume.

Additional data and insight available through the TownandPlace.AI online dashboard.



Place Informatics



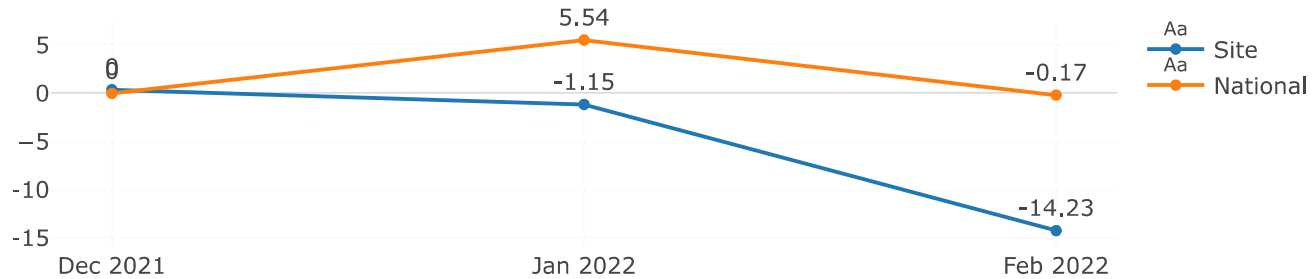
Visit Frequency

Month-on-month change in frequency of visits: **-13.23%** National change: **-5.41%**

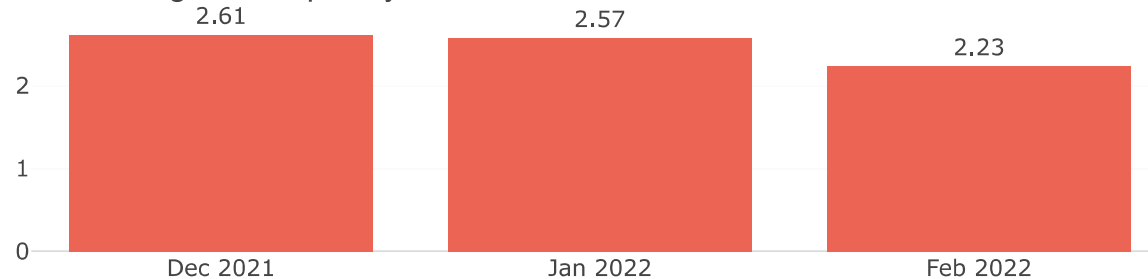
February 2022: **2.23**

January 2022: **2.57**

3-Month Frequency Index



Actual Change in Frequency



Visit Frequency

The visit frequency is a measure of the average number of times a month a visitor will come to the site.

Additional data and insight available through the TownandPlace.AI online dashboard.



Place Informatics



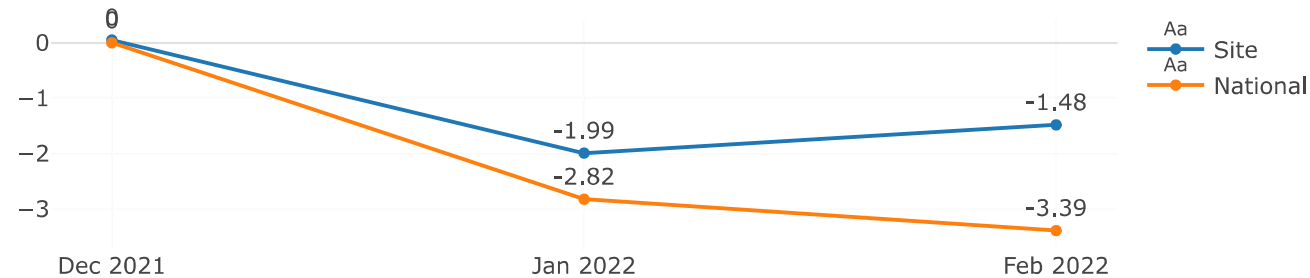
Site Dwell

Month-on-month change in dwell time: **0.52%** National change: **-0.58%**

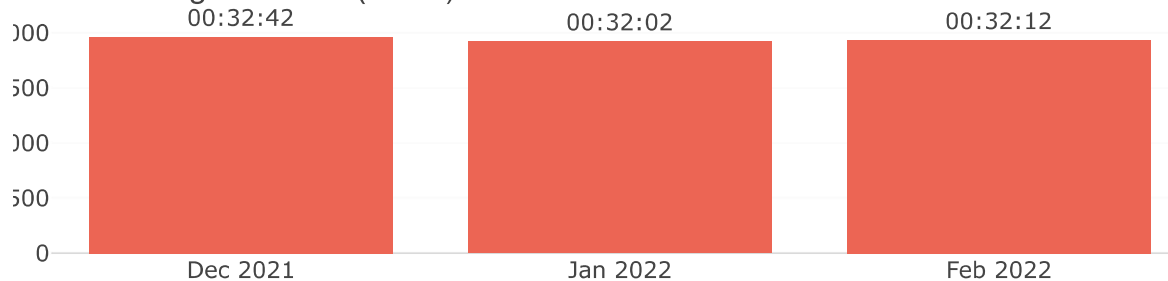
February 2022: **00:32:12** (h:m:s)

January 2022: **00:32:02** (h:m:s)

3-Month Dwell Index



Actual Change in Dwell (h:m:s)



Site Dwell

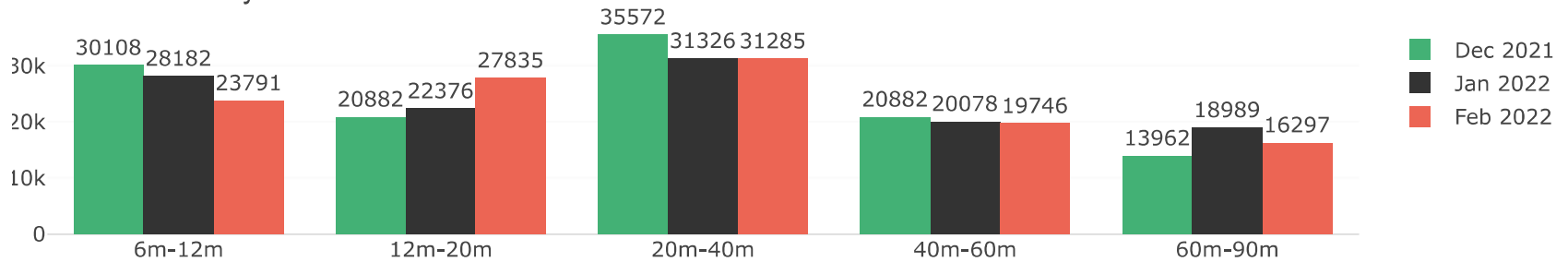
Site dwell is a measure of how long visitors spend on site. The overall figure is based on those who spend at least 12 minutes, up to 90 minutes on site. More detailed breakdowns can be found on the next page and in the TownandPlace.AI dashboards.

Additional data and insight available through the TownandPlace.AI online dashboard.

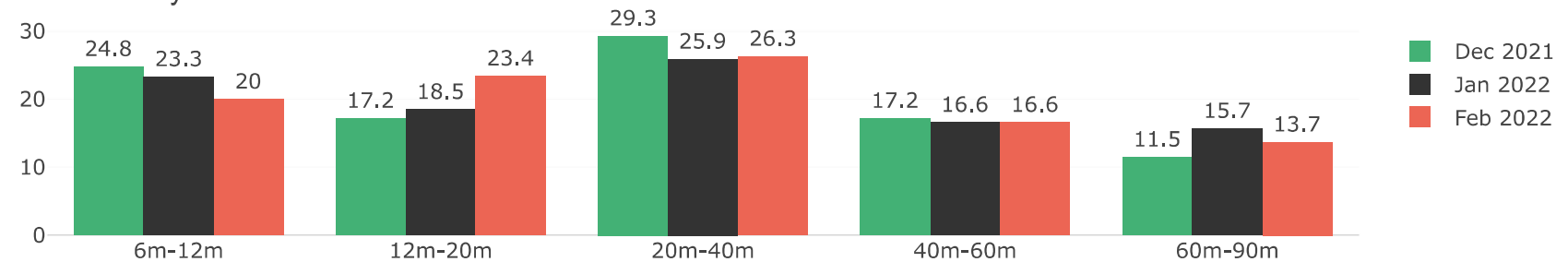


Site Dwell Breakdown

Footfall Volume by Dwell Time



Footfall % by Dwell Time



Site Dwell Breakdown

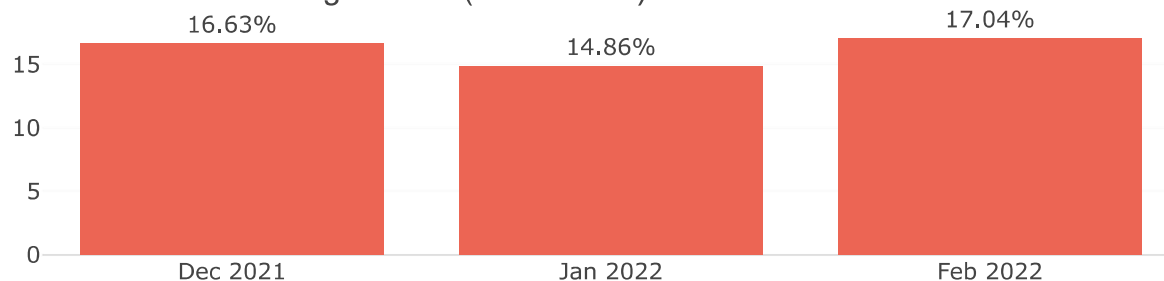
Visitor footfall volumes are analysed by the length of dwell time e.g 6m-12m = all the visits lasting between 6 and 12 minutes.

Additional data and insight available through the TownandPlace.AI online dashboard.

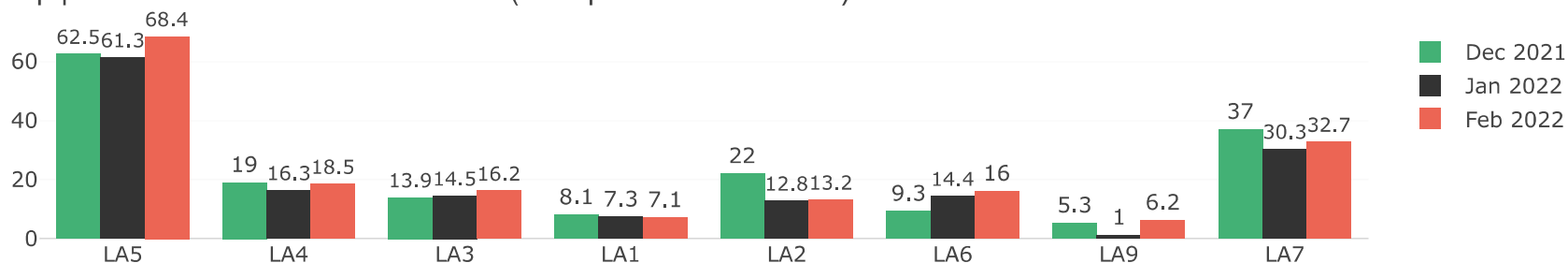


Catchment and Postcode Visitor Conversion

% of Catchment visiting the site (Conversion)



Top postcodes with visitors to the site (% of postcode residents)



Conversion

The % share of catchment residents (all postcodes in catchment) using the site.

Top Postcodes

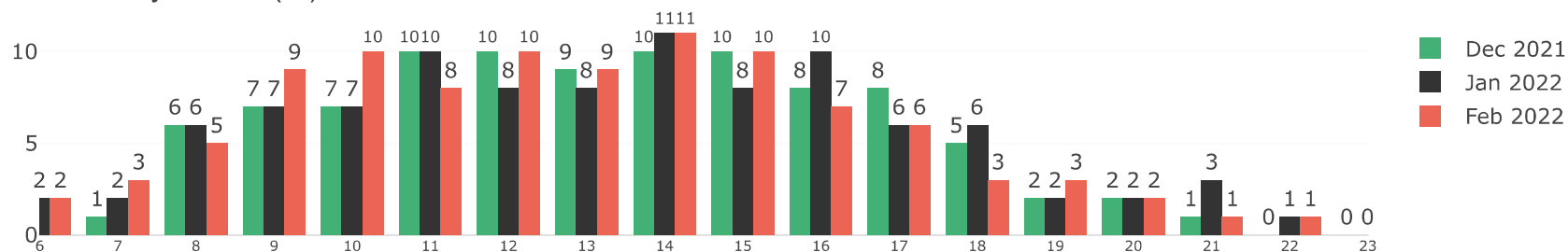
The % share of a catchment postcode using the site. Shows up to the top 6 postcodes.

Additional data and insight available through the TownandPlace.AI online dashboard.

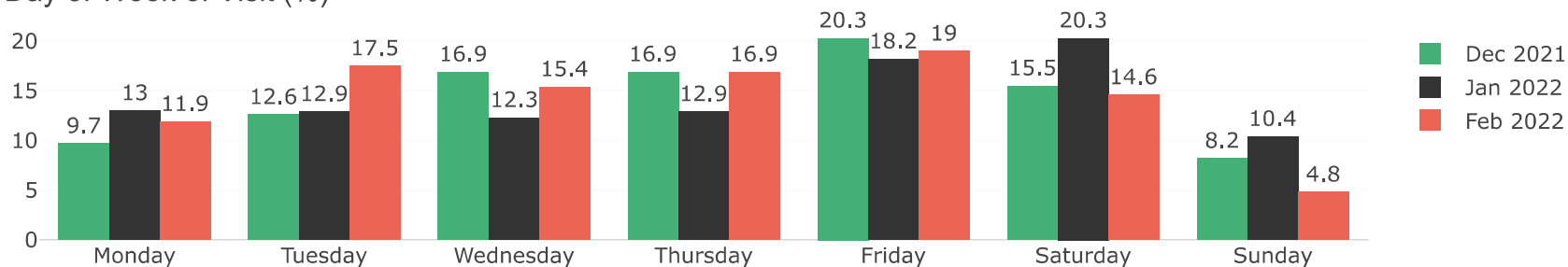


Time and Day of Visit

Time of Day of Visit (%)



Day of Week of Visit (%)



Time and Day Charts

The most popular time of day and day of week by visit volume (%)

Additional data and insight available through the TownandPlace.AI online dashboard.





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RetailSites.AI - 3,000+ Retail, Leisure, Outlet and Shopping Centres

To request your login details please contact:

clive.hall@placeinformatics.com

PlaceInformatics.com

Place Informatics provides footfall and behaviour insight for town centres, retail parks, shopping centres, leisure parks and outlet parks.

Providing local government, business improvement districts and retail real estate clients access to online dashboards, Place Informatics provides valuable performance measurement data and insight which supports investment decisions.



BY EMAIL ONLY

Telephone: 01772 533587
Email: commissioner@lancashire-pcc.gov.uk
Date: 23rd March 2022

Multi-million pound Safer Lancashire Neighbourhoods Fund launches today, using cash seized from criminals.

Since becoming Commissioner almost a year ago, I have been committed to making Lancashire a safer place for residents, with the Police and Crime Plan having a clear focus on more robust and proactive enforcement to take the fight to criminals.

However, delivering my priorities can't rely on arrests alone and that's why I'm taking an active role in supporting the delivery of projects that address the concerns of residents, reduce crime and make people safer, through my Safer Lancashire Neighbourhoods Fund (SLNF)

First announced during my Police and Crime Plan launch in December I am now delighted to open the Community Fund, the first of three streams that the SLNF will use to invest into local neighbourhoods to help them prevent and deter crime and anti-social behaviour.

This will see grants of between £1k and £10k provided to local projects that help deliver the five key priorities in my Fighting Crime Plan, with a focus on the Anti-Social Behaviour and Dangerous Driving priorities. The grants can be for equipment, infrastructure, community engagement, pilot projects and other ideas and schemes that ultimately make people safer and are part of a joined-up problem solving approach.

Projects will need to demonstrate they are addressing clearly identified problems in evidenced hotspot areas and are in partnership with, or supported by, the local Community Safety Partnership and neighbourhood policing teams. This is an important way in which I can support local people and neighbourhoods to play their part, alongside the police, in making their area safer.

It is also a poetic irony that by getting tougher on asset seizures and hitting criminals where it hurts - in their pockets - we are going to be able to take that money from offenders and increase the investment back into communities that they have hurt to make them more resilient to crime and safer for the people they have impacted.

There are two more streams of SLNF funding to come – both will be launched later in the year. Larger, match-funding required, 'Fighting Crime Grants' will focus on large programmes of 'designing out crime' work in public spaces or programmes of new activity that make a measurable difference in fighting crime. Finally, a dedicated funding stream for police innovative – open to officers and police staff - that enable them to use new technology or different ways of working to enhance the fight against crime.

Andrew Snowden

Police & Crime Commissioner for Lancashire
PO Box 100, County Hall, Preston, PR1 0LD
www.lancashire-pcc.gov.uk



I'll work closely with partners and local neighbourhoods teams to ensure this investment of both cash seized from criminals and direct funding from my Office delivers value for money and positive results that make a lasting difference as part of a local, co-ordinated, problem solving approach.

For more information, see the Safer Lancashire Neighbourhoods Fund section on my website <https://www.lancashire-pcc.gov.uk/grant-funding/safer-lancashire-neighbourhoods-fund/> and also see the news story on my announcement here – <https://www.lancashire-pcc.gov.uk/commissioner-launches-first-part-of-multi-million-safer-lancashire-neighbourhoods-fund-using-cash-seized-from-criminals/> – please do share with your contacts and on social media.

Yours sincerely,

Andrew Snowden
Police and Crime Commissioner for Lancashire

Andrew Snowden

Police & Crime Commissioner for Lancashire
PO Box 100, County Hall, Preston, PR1 0LD
www.lancashire-pcc.gov.uk



Speed Indicator Devices (SpIDs)

- **The rules to be applied with regards to duration when placing on the highway**
- **The procedural steps required for approval and installation**

Draft copy for consultation & feedback.

Feedback required by 22nd April 2022 to [SpeedManagement.gov.uk](https://www.speedmanagement.gov.uk)

Introduction

The purpose of this document is to set out the County Council's procedure for the procurement and installation of SpIDS funded by Parish and Town Councils, and to clarify how long a Speed Indication Device (SpID) can be left in one position.

Rules to be applied with regards to duration when placing a SpID on the highway

Technically a SpID can only be used as a temporary sign and cannot therefore be left in place indefinitely at a single location. In addition, these types of signs can lose their effectiveness after they have been in place for some time and need to be moved or taken down periodically to maximise the impact that they can have.

Background

SpIDs are used throughout the county as a safety or speed calming solution. The vast majority of them have been purchased and are deployed by Parish and Town Councils. A SpID sign can be an effective tool to tackle perceived or actual speeding on the network. However, the longer a sign stays in one location the more likely that over time it could lose its effectiveness.

SpIDs should not be confused with Vehicle Activated Signs (VAS) which provide an illuminated version of a prescribed traffic sign when triggered by a vehicle (although often linked to speed they can be activated by the height of a vehicle for example).



SpID



VAS

Legislation

SpIDs are not specifically prescribed in the Traffic Signs Regulations & General Directions (TSRGD) but are widely used and accepted across the UK. The most relevant section of the TSRGD that could be considered for prescribing these signs is Schedule 13, Part 9 of the TSRGD 2016. This Schedule provides a raft of regulations that allow councils to place "Other temporary signs" on the network.

Whereas VAS signs are prescribed in the regulations and can be installed as permanent fixtures, signs that are introduced under schedule 13 part 9 are

"Temporary" and have a 6-month limit when placed on the network. The 6-month limit was a new introduction as part of the latest TSRGD and it was not prescribed in the 2004 version of the statutory instrument.

Moving forward

To ensure compliance with Regulations and maintain effectiveness we will be applying the following requirements:

Signs installed after 1st Jan 2022

Any SpID introduced after this date will be treated as a temporary sign in line with the rules set out under Schedule 13 part 9 of the TSRGD. Therefore, the SpID must either be moved to a different point or location or taken down completely if no other site or location is available. This should be between 3 and 6 months of when it was placed at a given point or location. There then must be a break of at least 1 month before the sign can be returned to the same point or location it was moved or taken down from.

This will ensure compliance with Regulations and help to maintain the effectiveness of the signs.

Signs Installed between 2016 – 31st December 2021

SpIDs that were installed during this period should be subject to the temporary 6-month limit rules. However, it is accepted that there could be an unexpected financial burden if the council retrospectively applied the requirements set out above. It is therefore expected that SpIDs which were purchased for a sole location will be allowed to remain until it reaches its end of life. However, when a replacement is sought the requirement set out above will be applied i.e., the SpID must either be moved to a different point or location or taken down completely if no other site or location is available. This should be between 3 and 6 months of when it was placed at a given point or location. There then must be a break of at least 1 month before the sign can be returned to the same point or location it was moved or taken down from.

Signs installed pre-2016

The regulation prior to 2016 did not place a time limit on the duration of a temporary sign. Signs installed prior to this date will be permitted to remain in a single location (if that is how they were installed) until the end of its operational life. When a replacement sign is sought the new requirements will be applied and further locations will need to be sought.

Procedure for the procurement and installation of SpIDs – funded by Parish & Town Councils

1. The Parish/Town Council must confirm that funding has been identified and approved, and that there is a firm commitment to purchase a SpID, prior to involving LCC in any assessment / approval process.
2. The type of SpID intended must be communicated to LCC Speed Management Team, as there is a weight limit restriction if mounting to an LCC lighting column. If mounting to a lighting column is intended, the unit should be no more than 0.3m² in size and no more than 20kg in total weight including the SpID unit, mounting bracket, batteries and solar panels.

If the Parish/Town Council wish to purchase a battery powered SpID exceeding these limits, or a solar powered SpID, they must be mounted on a bespoke post to the correct specification.

3. A list of potential locations, where speeding is perceived to be a problem, should be compiled, specifying street lighting columns if possible, or alternatively grid reference co-ordinates.

Note: Parish/Town Councils are responsible for consulting with any residents within the vicinity of the proposed sign, to ensure that they have no objections to the planned installation.

- a. The radar range on SpIDs between manufacturers may differ, this must be considered when identifying potential locations.
 - b. Consider how close the SpID is located to a speed limit change.
4. A Lancashire County Council representative will conduct a risk assessment on the intended locations, considering the following:
 - a. Visibility of SpID to drivers
 - b. Length and layout of approaching highway
 - c. Safe and legal parking needed for deployment of sign
 - d. Suitability of lighting columns

5. For battery powered SpIDs meeting the criteria, once the intended lighting column locations have been approved, they each require a structural assessment to be carried out by the Street Lighting Team. In this case the Parish Council must provide a purchase order to LCC Street Lighting.

For solar powered or battery powered SpIDs exceeding the size and weight limit, requiring a bespoke post, there are two options for installation.

Option 1

Posts may be installed by the sign supplier or a contractor. In this case the Parish/Town Council will need to contact lhsstreetworks@lancashire.gov.uk to request an S50 license (there is a license application fee for this), and the work must not commence until the license has been obtained.

Option 2

Posts may be installed by the LCC Street Lighting Team.

In this case the Parish Council must provide a purchase order to LCC Street Lighting for the installation of the bespoke post (and SpID unit if required).

6. Upon completion of the lighting column structural assessment, or the approved installation of the bespoke post, the Parish/Town Council can proceed with the purchase of the mounting plates / brackets.
7. LCC will then arrange for the mounting plates / brackets to be installed at the approved sites.

The point at which the installation of the plates / brackets is being organised and carried out, is an ideal time to order the SpID unit, to optimise the warranty period.

8. The initial installation of the SpID, and future movement between locations, must only be carried out by a competent person who has received appropriate training for the correct installation of the equipment, working at height and working within the highway.

It is the Parish/Town Council's responsibility to confirm that the person has received the appropriate training.

They must also be provided with a suitable platform stepladder, high visibility jacket, hard hat, and steel toe-capped footwear, for their personal safety.

9. The personnel being used by the Parish/Town Council for the initial installation and future movement of the SpID must be fully insured, and this must include public liability insurance, provided by the insurance policy belonging to the SpID owner.
10. Once the SpID equipment is installed and operational, as these devices are deemed temporary, you must follow the guidance outlined in the policy document for duration of period at the same location.
11. The Parish/Town Council is responsible for any maintenance or repairs to signs, and bespoke posts that they own.
12. Please note that any costs incurred by Lancashire County Council for site inspections and installations will be rechargeable to the Parish/Town Council.

Racing limit required to avoid unintended consequences:

Unfortunately, some reckless and irresponsible drivers see SpIDs as a challenge to try and achieve a display of the highest speed possible, and a SpID installed without a display limit can inadvertently encourage racing at very high speeds.

It is therefore a requirement that SpIDs are purchased with an 'anti-race' facility (maximum display speed cut-off), with the cut-off limit being set at a maximum of 15mph above the posted speed limit.

If you have purchased a SpID prior to the issuing of this guidance, and you do not have a racing limit set, please contact your SpID supplier for further advice.

Contact us:

For further information on SpID purchase & installation in Lancashire, please contact SpeedManagement@lancashire.gov.uk

NOTE: The above email address is not to be used for reporting issues with speeding vehicles which may need to be addressed with further action by Lancashire County Council and/or Lancashire Constabulary. Please report these concerns using: [Lancashire Road Safety Partnership website](#)

If residents witness regular incidents of nuisance or dangerous driving, they can contact the police directly either by the non-emergency telephone number: 101, or on the Lancashire Constabulary '[Do It Online](#)' webpage, with a record of the registration numbers of the vehicles (along with dashcam footage if you have this to assist in prosecution).

Appendix A: Survey of SpID sign- owners in the Lancashire County Council Area

Section 1.

Name of organisation:			
Does your organisation own a SpID sign?	Yes		If "yes" please complete the questionnaire below.
	No		If "no" please return this form to us with just your organisation name filled in above
	No, but we are looking into buying one		If "no" please return this form to us with just your organisation name filled in above

Please return all questionnaires to SpeedManagement@lancashire.gov.uk by **22nd April 2022**.

Section 2. Sign-owner details

Name of body that owns the sign:	
Name of person responsible for the sign:	
*Please provide details of further persons in the "Additional Information" section at the end if relevant	
Position in organisation:	
Address:	
Telephone number (whichever is best)	Mobile
Home	Work
E-mail address:	
If any of your SpID signs are jointly owned please indicate here the other organisations involved:	

Section 3. Details of SpID sign(s). Please give separate details of all the SpID signs you have.

"Simple" or "Clever" sign	Approx. date acquired	If a "Clever" SpID do you download the speed data?

If you have previously owned and used a SpID sign but no longer do so please indicate below when you stopped using it and why. If you still have it and need some assistance to start using it again please indicate what help is required.

Section 4. Details of SpID sign deployment

Who deploys your SpID sign? Please tick	Volunteers		Contractor		Police		Other	
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Do you have an insurance policy in place to cover all risks associated with SpID sign deployment?	Yes		No	
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Do have a rota in place for the deployment of your sign?	Yes		No		Not applicable		
How often do you move your SpID sign?	Weekly		Fortnightly		Monthly		Other
Do you deploy your SpID sign at all your mounting plate locations?	Yes		No		Favour some sites more than others Please give details in "Additional Information" below		

SpID Plate locations (either on Lighting Columns or Bespoke Posts)

SpID Plates	Road Name / No	Lighting Column Number	Bespoke Post Number	Date Erected / Mounted	Grid Reference
1					
2					
3					
4					
5					
6					

Additional information:

Signature.....

Date.....