

# Temporary Road Safety Signs

Best Practice Guidance for Assessment and  
Deployment

Speed Assessment Team, Roads Safety  
2024 Final



## Executive summary

Speeding is both dangerous and inconsiderate, this document sets out the tools available to the County Council as the Highway Authority to help educate drivers who speed. Whilst enforcement of speed limits is a function provided by the Police the council work closely with them to tackle these issues.

## Introduction

This document will highlight the tools available to the county council to educate drivers to the dangers of speeding and set out how these resources are deployed on the network. These resources include Correx signs, VMS trailers and SpIDs (Speed indication Devices) as shown in Appendix 2.

Where there are incidents of excessive speed or dangerous and inconsiderate driving the issues should always be reported to the Police. Lancashire Constabulary enforce speed limits in the County and these issues can be reported directly to the police via:

[Speed Concern Submission – Lancashire Road Safety Partnership  
\(lancsroadsafety.co.uk\)](https://lancsroadsafety.co.uk)

Whilst enforcement is the main tool to tackle speeding the Council do have a role to play in education and management of the network. Where enforcement has occurred and issues persist, where enforcement is difficult due to the location, or the police triggers for enforcement may not be met, the County Council toolkit of education interventions can be deployed.

How these assets are deployed, and where, is set out in this document.

## Our commitments

As part of the speed assessment process the council strive to:

- Support the effective management and delivery of the council's road safety responsibilities and requirements as set out in Section 39 of the Road Traffic Act 1988 and other relevant legislation, guidance, and good practice.
- Ensure a consistent and robust methodology is applied when assessing speed complaints and concerns.
- Consider average road speeds to inform the type of speed intervention for use.
- Develop strong, collaborative working relationships with Lancashire Constabulary to support their enforcement actions.
- Provide timely road safety advice and guidance to other services, partners, senior management, and politicians.
- Manage the expectations of any stakeholders.
- Ensure that the most appropriate speed limits are in place by working with our Traffic Engineers and that speed reduction measures are only deployed where there are speeding issues.



## Speed assessment considerations

Any speed concerns that the county council receive will be considered against our speed assessment matrix, this is set out in Appendix 1. The matrix considers the average speed for 20mph roads and 85<sup>th</sup> percentile speed for 30mph+ roads and provides a RAG rating for the road/section of road which then informs the education intervention or actions that may be utilised.

We will work with the police on excessive speed concerns, through the deployment of our temporary road safety signage, to support road user behavioural change.

When an issue is received by the council, we consider the highway up to 250m in each direction of the complaint location, or the full road if it is only slightly beyond this assessment area.

The council utilise several speed survey tools, including independently collected speed data from in-vehicle satellite navigation devices over a 12-month period, providing average speed data, and deployable speed survey devices capturing a 7-day period.

Locations will only be re-assessed every 2 years, however, if there have been major residential or commercial developments in the area, or other factors contributing to a significant driver behavioural change, the council will consider this and may re-assess sooner.

The data held or collected will be applied to the risk matrix in Appendix 1, and suitable educational interventions will be considered.

The customer will be updated on the speed assessment findings, and resulting interventions planned.

We also consider the number and severity of police recorded injury collisions. For this we use the CRASH database figures for collisions which are the national figures used by the Department for Transport. If the collision data requires further consideration, the Traffic Safety and Road Safety Engineering Team will be informed. Temporary road safety signs can also be deployed as a temporary safety measure for a high collision rate.

## Interventions

For roads recording 'high' speeds from our assessments will receive enhanced interventions by utilising our temporary signage and speed monitoring devices, which will be tailored to each type or class of road, and could include:

- Speed Indicator Devices – deployed on a weekly basis for a period of 10-14 days.
- Mobile Variable Message Signs – deployed on a monthly basis for a period of 3-4 weeks.
- Speed Survey Radars – deployed on a weekly basis for a period of 7 days.
- Correx Signage – deployed on a 3-month rota basis, removed for 3 months, then re-erected at same location for a further 3 months.

Criteria for each of the above interventions are detailed in the table in Appendix 1.



## Appendix 1

### Speed Assessment Criteria & Risk Matrix

Speed Limit	Speed Value (mph)	NPCC Trigger	Speed Category	Potential Interventions
20	24	24	LOW	Lancashire Toolkit
20	24.1	24	HIGH	Speed Indicator Device, Correx Sign
30	30	36	LOW	Lancashire Toolkit
30	30.1 to 35.9	36	MEDIUM	Lancashire Toolkit
30	36+	36	HIGH	Speed Indicator Device, Correx Sign, Variable Message Sign
40	40	47	LOW	Lancashire Toolkit
40	40.1 to 46.9	47	MEDIUM	Lancashire Toolkit
40	47+	47	HIGH	Speed Indicator Device, Correx Sign, Variable Message Sign
50	50	58	LOW	Lancashire Toolkit
50	50.1 to 57.9	58	MEDIUM	Lancashire Toolkit
50	58+	58	HIGH	Correx Sign, Variable Message Sign
60	60	69	LOW	Lancashire Toolkit
60	60.1 to 68.9	69	MEDIUM	Lancashire Toolkit
60	69+	69	HIGH	Correx Sign, Variable Message Sign
70	70	80	LOW	Lancashire Toolkit
70	70.1 to 79.9	80	MEDIUM	Lancashire Toolkit
70	80	80	HIGH	Correx Sign, Variable Message Sign

- Where the speed is up to or below the speed limit the rating is **LOW**
- Where the speed is above the speed limit but below the NPCC trigger it is **MEDIUM**
- Where the speed exceeds the NPCC trigger the rating is **HIGH**

#### Notes:

- Where the risk is Medium based on the sat-nav data, a deployed survey may be considered, to assess the current speeds and apply the relevant outcome.
- Where the risk is concluded as Low or Medium after the final assessment, the Lancashire Toolkit can be located at <https://lancsroadsafety.co.uk/>
- For deployment safety reasons, Speed Indicator Devices will only be deployed on roads up to 40mph speed limits, where possible.



## Appendix 2

### Examples of Temporary Road Safety Signs

#### Correx Signs



#### Mobile Variable Message Signs



#### Speed Indicator Devices



The above images are current examples and could be subject to change.

