

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND PLANNING  
CABINET MEMBER**

**NORTH LINCOLNSHIRE ROAD SAFETY PARTNERSHIP  
SPEED MANAGEMENT STRATEGY SITES 2010/11**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To seek Cabinet Member approval of the proposed speed management strategy treatment sites for 2010/11.

**2. BACKGROUND INFORMATION**

- 2.1 The Road Safety Partnership's speed management strategy was introduced in 2003. Each year it enables the Partnership to identify the roads in North Lincolnshire, which have the highest priority when ranked by incidence of speed offending and accidents.
- 2.2 There are over three hundred sites in the strategy, which has been assessed over previous years and which is periodically updated. The priority list changes each year, due to new sites being introduced and speed offending and accident rates changing on established sites.

**3. OPTIONS FOR CONSIDERATION**

- 3.1 There are three potential options available for consideration:
- 3.1.1 Maintain the strategy in its current form and approve the sites listed in the Appendix
- 3.1.2 Amend the strategy
- 3.1.3 Discontinue the strategy

**4. ANALYSIS OF OPTIONS**

- 4.1 The current strategy has been amended over recent years, in response to identified problems and also as a result of changing external circumstances.

- 4.2 Key changes have included:
- 4.2.1 Increasing the number of treated sites from twenty-four to forty. This was a result of additional enforcement resources becoming available from Safer Roads Humber, following changes to the way safety cameras are managed.
  - 4.2.2 Introducing a supplementary treatment category for sites with special circumstances, which do not rank highly enough to qualify for the full treatment programme, but do warrant some limited enforcement.
  - 4.2.3 Modifications to the assessment and prioritisation criteria, resulting from problems identified in the early years of the strategy.
  - 4.2.4 Alterations to programming periods for vehicle-activated flashing signs, following maintenance problems.
  - 4.2.5 Introduction of a 'route' treatment site; that is the A161 from its junction with the M180, south to the council boundary. This 'route' was established as a result of eight individual qualifying sites being identified along and adjacent to the A161.
  - 4.2.6 Introduction of the '20's Plenty' and 'Community Speedwatch' initiatives.
- 4.3 As a result of the above improvements, it is felt that the existing speed management strategy is robust and effective.
- 4.4 There are three stages to the strategy. When a speeding complaint is received a survey is carried out, to establish the scale and nature of the problem. The accident record for the site is also analysed. The results are then assessed and prioritised, using a simple points scoring system. The final scoring is refined, to take account of particular site conditions (essentially, other risk issues). Finally, once the high priority treatment sites have been approved, a treatment programme takes place over twelve months. This comprises vehicle-activated flashing signs and other high visibility speed warning signs being erected at each site and police enforcement being carried out.
- 4.5 The strategy is widely understood and accepted in the local community, being frequently quoted in correspondence and discussed at a range of community meetings.
- 4.6 The strategy ensures that scarce resources are targeted at the highest priority locations, thereby maximising the potential for speed and casualty reduction. Subject to resources, the opportunity is taken to carry out limited enforcement at a small number of other relatively high

ranking (but non-qualifying) sites, if these are located close to main qualifying sites.

4.7 The strategy is highly regarded by Humberside Police.

4.8 In light of the above, it is recommended that the strategy should continue in its current form and the list of sites in the Appendix be approved as forming the 2010/11 treatment programme.

## **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

### **5.1 Financial**

5.1.1 The strategy costs approximately £35,000 a year, which is funded from the approved Local Transport Plan (Local Safety Scheme) budget.

### **5.2 Staffing**

5.2.1 The strategy is administered from within the approved staffing establishment.

### **5.3 Property and IT**

5.3.1 There are no property or IT implications to this report.

## **6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

6.1 Speeding is a criminal offence, which is widely recognised as having potentially serious road safety implications, both in terms of increasing the risk of accidents occurring and increasing their severity when they do.

6.2 Speeding also has an adverse impact on the environment. Higher speeds generally mean more fuel being used and creates more noise in residential areas. Many drivers who speed also drive somewhat erratically, braking and accelerating harder than is necessary. This type of driving also increases noise, exhaust pollution and fuel usage.

6.3 From a diversity perspective, many members of the public express annoyance and frustration when they see drivers speeding. They regard it as an intrusion on their rights to safety on the road and, as such, there is strong support at many public meetings and in letters to the media, for any measures to tackle the problem. The robust nature of the speed management strategy's assessment and prioritisation criteria means that action taken against offending is fair and balanced, with no individuals, groups or geographical areas unfairly advantaged or disadvantaged.

## 7. OUTCOMES OF CONSULTATION

- 7.1 The majority of speeding concerns emanate from members of the public, elected members, town and parish councils, Neighbourhood Watch groups, residents' associations and Neighbourhood Action Teams.
- 7.2 In 2005 the then Highways and Transport service held a 'Have Your Say' event, at which representatives of the local community and local businesses voted road safety as their number one highways and transport priority.
- 7.3 Members of the Road Safety Partnership have been consulted and support the recommendations in this report. The police particularly, have a very active role to play in delivering the strategy, through enforcement at the approved sites.

## 8. RECOMMENDATIONS

- 8.1 That the proposed speed management treatment sites, as appended to this report, be approved.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House  
P O Box 42  
Scunthorpe DN15 6XQ  
Author: Pete Scott  
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**Background Papers used in the preparation of this report:** Speed management strategy databank, held in the Safer Roads Team, Church Square House

## Speed Management Strategy Treatment Sites 2010/11

## APPENDIX

Scunthorpe, West Common Lane (OS College) (30mph).
Belton A161 Picnic Site at Picnic Sign Pole (40mph).
Brigg, Bridge Street (River Bridge) (30mph).
Scunthorpe, Scotter Road (30mph) (N of Viaduct)
Messingham, Northfield Road 30mph limit
Epworth, Burnham Road opp No108 (30mph).
Broughton, Ermine Street (Outside No 81) (30mph).
Hibaldstow, Redbourne Road, opp No 59 (30mph).
Scunthorpe, Scotter Rd, (Viaduct to W Comm Ln) (40mph).
Messingham, Catchwater Crossroads (40mph).
Winterton, Top Road A1077 (South of rbt) o/s No 39 (30mph).
Haxey, Epworth Road A161 (30mph).
Scunthorpe, Normanby Road (Orb Lane) 40mph
Barton, Ferriby Road, (30mph).
Scunthorpe, Scotter Road North (o/s No 61) (30mph).
Belton, A161 Woodhouse 40mph.
Messingham, Brigg Road (o/side No. 102) (30mph).
Kirton, Station Road (30mph)
Winterton, Top Road A1077 (North of Rbt) (30mph)
East Halton, East Halton Road (40mph)
Crowle, Wharf Road, (Outside School) (30mph).
Gunness, Doncaster Road (Opp No 67 L/P No 71) (40mph).
Kirton, Southcliffe Road B1398 Opp Police Station (30mph).
Barrow, Ferry Road East (30mph).
Epworth, Belton Road A161(o/s The Gables) (30mph).
Kirton, Northcliffe Road (o/s No 17) (30mph).
Broughton, Appleby Lane o/s No 14 (30mph).
Sandtoft, Thorne Road (o/side The Laurels) (30mph)
Park Drain Crossroads B1396 (60mph).
Scunthorpe, Cemetery Road (O/S Cemetery) (30mph).
South Ferriby, Sluice Road (o/s 'Island View' LP14) (40mph).
Scunthorpe, East Common Lane (30mph - Burghley Road)).
Scunthorpe, Normanby Road o/s The Hollies (30mph)
Scunthorpe, Bottesford Road o/s No56 (30mph).
Brigg, Wrawby Road o/s No 40 (30mph)
Althorpe, Derrythorpe Road (Grasmere - 30mph)
Wrawby A18 Melton Road (opp Grafton) (30mph)
Burringham, Station Rd, (O/S No2, L/Post No6) (30mph).
Ulceby, Station Rd Opp 'Eastfield' 30mph
Haxey, Haxey Lane (o/s No37) (30mph).
Redbourne A15 (North of Redbourne Mere) (60mph)
Melton Ross, A18, opp VA sign (40mph)
Bottesford, Chancel Road, (O/S no 19) (30mph).
Graiselound, Akeferry Road (30mph)
Westwoodside, Akeferry Rd o/s No 32 BT 34 (30mph)
Scawby, Vicarage Lane (30mph)
Bottesford, Lakeside Parkway, (30mph)