

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS, PLANNING AND ENERGY
CABINET MEMBER**

**NORTH LINCOLNSHIRE ROAD SAFETY PARTNERSHIP
SPEED MANAGEMENT STRATEGY SITES 2011/12**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To seek Cabinet Member approval of the proposed speed management strategy treatment sites for 2011/12.

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 have been assessed over previous years. The priority list changes each year, due to new sites being introduced and speed offending and accident rates changing on established sites.
- 2.3 The Strategy has been amended over previous years, to extend its scope and improve the service it delivers. Details of the key changes are contained in Appendix 1.
- 2.4 A proposed list of speed management treatment sites for 2011/12 is attached at Appendix 2 for consideration by the Cabinet Member.

3. OPTIONS FOR CONSIDERATION

- 3.1 There are two options for consideration:
- 3.1.1 **Option 1** - approve the sites listed in Appendix 2
- 3.1.2 **Option 2** – reject the sites listed in Appendix 2

4. ANALYSIS OF OPTIONS

- 4.1 Approving the sites in Appendix 2 will enable the continuation of this well-established and successful road safety initiative.
- 4.2 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.
- 4.3 The strategy is widely understood and accepted in the local community, being frequently quoted in correspondence and discussed at community meetings.
- 4.4 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 may be 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.
- 4.5 If the sites are not approved, the lack of treatment may be detrimental to road safety and would most likely attract criticism from local communities who would have otherwise benefited from the scheme.
- 4.6 For the reasons set out above, Option 1 is the recommended option.

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

5.1 Financial

- 5.1.1 The estimated cost of delivering the strategy in the coming year is £25k, which can be 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 associated with this report.

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

6.1 Statutory

6.1.1 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 Environmental

6.2.1 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 Diversity

6.3.1 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 right 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.

6.3.2 A diversity impact assessment has been carried out and is available for inspection in the Safer Roads Team.

6.4 There are no crime and disorder, risk or other implications associated with this report.

7. OUTCOMES OF CONSULTATION

7.1 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, detailed in Appendix 2 to this report, be approved.

DIRECTOR OF INFRASTRUCTURE SERVICES

Church Square House
P O Box 42
Scunthorpe
DN15 6XQ

Author: Pete Scott
Date: 25 February 2011

Background Papers used in the preparation of this report: Speed management strategy databank, held in the Safer Roads Team, Church Square House

APPENDIX 1

Previous changes to the Speed Management Strategy have been as follows:

- 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.
- 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.
- Modifications to the assessment and prioritisation criteria, resulting from problems identified in the early years of the strategy.
- Alterations to programming periods for vehicle-activated flashing signs, following maintenance problems.
- 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.
- Introduction of the '20's Plenty' and 'Community Speedwatch' initiatives.

Speed Management Strategy Treatment Sites 2011/12

| |
|--|
| Belton, A161 Picnic Site (40mph). |
| Epworth, Burnham Road (Opp No108) (30mph). |
| Scunthorpe, West Common Lane (OS College) (30mph). |
| Hibaldstow, Redbourne Road, (Opp No 59) (30mph). |
| Scunthorpe, Scotter Rd, (Viaduct-West Common Lane) (40mph). |
| Scunthorpe, Normanby Road (Orb Lane) 40mph |
| Messingham, Catchwater X Roads (South Side) (40mph). |
| Brigg, Bridge Street (River Bridge) (30mph). |
| Scunthorpe, Scotter Road (30mph) (Viaduct-Berkeley Circle) |
| Scunthorpe, Scotter Road (Berkeley Circle-Ferry Road) (30mph). |
| Belton, A161 Woodhouse (40mph). |
| Messingham, Catchwater X Roads (North Side) (40mph). |
| Winterton, A1077 Top Road (North of Mini) (30mph) |
| East Halton, East Halton Road (40mph) |
| Winterton, A1077 Roxby Road (South of Mini) (O/S No 39) (30mph). |
| Broughton, Ermine Street (Outside No 81) (30mph). |
| Sandtoft, Thorne Road (O/S 'The Laurels') (30mph) |
| Haxey, A161 Epworth Road (30mph). |
| Barrow, Ferry Road East (30mph). |
| Scunthorpe, East Common Lane (Grange Lane-Healey Road) |
| Brigg, A18 Wrawby Road (O/S No 40) (30mph) |
| Scawby, Vicarage Lane (30mph) |
| Crowle, A161 Wharf Road, (Outside School) (30mph). |
| Gunness, A18 Doncaster Road (Opp No 67 L/P No 71) (40mph). |
| Kirton, B1398 Southcliffe Road (Opp Police Station) (30mph). |
| South Ferriby, A1077 Sluice Road, (Opp Low Street) (30mph) |
| Epworth, A161 Belton Road (O/S The Gables) (30mph). |
| Kirton, B1398 Northcliffe Road (O/S No 17) (30mph). |
| Broughton, Appleby Lane (O/S No 14) (30mph). |
| Kirton, B1400 Cleatham Road (O/S 'Woodgate') (40mph) |
| Barton, Ferriby Road, (30mph). |
| Althorpe, Derrythorpe Road (Grasmere - 30mph) |
| Wrawby A18 Melton Road (Opp Grafton) (30mph) |
| Burringham, Station Rd, (O/S No2, L/Post No6) (30mph). |
| Kirton, Station Road (30mph) |
| Westwoodside, Akeferry Rd o/s No 32 BT 34 (30mph) |
| Haxey, A161 Haxey Lane (O/S No 37) (30mph). |
| Scunthorpe, Normanby Road (O/S The Hollies) (30mph) |
| Bottesford, Chancel Road, (O/S no 19) (30mph). |
| Scunthorpe, Bottesford Road (O/S No 56) (30mph). |
| Hibaldstow, Brigg Road (40mph) |
| Graiselound, Akeferry Road (30mph) |
| Bottesford, Lakeside Parkway, (30mph) |
| Barrow, Ferry Road (O/S Beechgrove Garth) (30mph) |
| Messingham, A159 Scotter Rd (O/S Hollybank) (30mph) |
| Ulceby, Station Rd (Opp Eastfield) (30mph) |
| Hibaldstow, Station Road (opp Village Hall) 30mph. |
| Park Drain Crossroads B1396 (60mph). |