

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND NEIGHBOURHOODS
CABINET MEMBER**

**TRAFFIC REGULATION ORDER - SPEED LIMIT REVIEW
AMENDMENT ORDER 1 SOUTH FERRIBY 30MPH**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To consider objections received by the council to the proposed Traffic Regulation Order for a 30mph speed limit on the A1077 at South Ferriby.
- 1.2 The key points in this report are as follows:
- The proposed restrictions are part of the on-going speed limit review.
 - There are a two objections, one from Humberside Police and one from Winteringham Parish Council.

2. BACKGROUND INFORMATION

- 2.1 The Speed limits on all A and B class roads in North Lincolnshire were reviewed following guidance set out in the revised Department for Transport (DfT) Circular 1/06 'Setting Local Speed Limits'.
- 2.2 In order to clarify what speed limit applied to what road, the DfT has updated Circular Roads 1/93 Setting Local Speed limits. This new document, Circular Roads 1/2006 aims to introduce consistency in setting speed limits on a national level.
- 2.3 A traffic order relating to the A1077 at South Ferriby was advertised. Objectors feel that the speed limit proposed is inappropriate, conflicting with Circular Roads 1/2006. The section that the objections relate to is that outside the Cemex works up to the sluice bridge. They feel that a 40mph speed limit is more appropriate than the proposed 30mph speed limit.
- 2.4 Six other speed limit amendments were advertised in this order. The objections relate only to this small section. However the one objection prevents the others from progressing.

3. OPTIONS FOR CONSIDERATION

- 3.1 Option 1 - To approve the proposed traffic order as advertised.
- 3.2 Option 2 - To uphold the objections and re-advertise an amendment order.

4. ANALYSIS OF OPTIONS

- 4.1 Option 1 will allow the council to implement the speed limit. However it would be against the advice of Humberside Police. The reasons for their objection are set out in Appendix 1.
- 4.2 Option 2 to uphold the objection and re advertise the order. This is suggested as the preferred option. Improvements to the signing and road markings including supporting enforcement would significantly improve compliance with the existing 40mph speed limit.

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

- 5.1 The estimated cost of readvertising the proposed Traffic Regulation Order is £2,000.
- 5.2 There are no staffing, property or IT issues associated with this report.

6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)

- 6.1 Officers have completed an integrated impact assessment. The assessment did not identify any significant issues.

7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED

- 7.1 The council has received two objections and one letter of support. Objections were received from Humberside Police and from Winteringham Parish Council. The section of road affected is in their parish. A letter of support was received from Cemex whose works entrances front this section of road. Copies of the objections are attached at Appendix 2. The letter of support is attached at appendix 3.
- 7.2 The Police feel that an inappropriate speed limit along this section of road will undermine the excellent work of the speed management strategy. They feel this speed limit change is not consistent with the government advice considering risk factors, casualty history and the environment.

7.3 Winteringham Parish Council feel the sluice gate on the road is the point from which the speed limit should reduce. They feel the gate provides a natural point at which drivers reduce their speed.

8. RECOMMENDATIONS

- 8.1 That the Cabinet Member upholds the objections and authorises the re-advertising of the speed limit amendment.
- 8.2 That officers write to the consultees advising them of the decision, following the normal statutory procedure

DIRECTOR OF PLACES

Civic Centre
Ashby Road
SCUNTHORPE
North Lincolnshire
DN16 1AB

Author: Rob Beales

Date: 17 May 2013

Background Papers used in the preparation of this report:

- Consultation letters held within Safer Roads Division scheme file.
- Humberside Police objection response – Appendix 1
- Winteringham Parish objection response – Appendix 2
- Cemex support response – Appendix 3
- Legal notice as advertised – Appendix 4

From: "Teasdale, Maxine 5665" <Maxine.Teasdale@humberside.pnn.police.uk>
To: "'Steve Harrison'" <Steve.Harrison@northlincs.gov.uk>
Cc: "Gardner, Barry 0030" <Barry.Gardner@humberside.pnn.police.uk>
Date: Wednesday, March 13, 2013 12:51PM
Subject:
RE: Speed limit review - next order
History: This message has been forwarded.

Please accept the Email as an objection.

Thanks

Maxine

Insp 5665 Teasdale
South Bank Roads Policing Unit
Brigg Police Station
Barnard Avenue
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North Lincolnshire
DN20 8AS

maxine.teasdale@humberside.pnn.police.uk

-----"Teasdale, Maxine 5665" <Maxine.Teasdale@humberside.pnn.police.uk> wrote:

To: "Gardner, Barry 0030" <Barry.Gardner@humberside.pnn.police.uk>, "'Steve Harrison'" <Steve.Harrison@northlincs.gov.uk>
From: "Teasdale, Maxine 5665" <Maxine.Teasdale@humberside.pnn.police.uk>
Date: 10/03/2013 12:19PM
Cc: "Teasdale, Maxine 5665" <Maxine.Teasdale@humberside.pnn.police.uk>
Subject: RE: Speed limit review - next order

I support Barry's thoughts in this matter, we must ensure that the speed limit changes are consistent with the government advice and the underpinning evidence of risk factors and casualty history. The Road in question in this case has a natural break point in the lift Bridge and to further reduce the limit beyond this would not be logical. The comments in relation to the speed management strategy are of most concern to me. The current system is working well and this is due to the evidence based approach which can be justified in the public arena.

The fact that the speed limit has changed in isolation, should not automatically trigger Police enforcement.

This would play into the hands of the critic's who do not view enforcement as casualty reduction tool but as raising funds for government. This would have the potential to undermine the whole purpose of the Speed management strategy and I would have to seriously consider any future Police participation in the process, in the light of such changes.

I am sure that we will get the opportunity to discuss this matter in the near future.

Regards

Maxine

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South Bank Roads Policing Unit
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01724 241716
Ext 1716/2167
Mob 07917 040726

From: Gardner, Barry 0030
Sent: 28 February 2013 12:07
To: 'Steve Harrison'; Teasdale, Maxine 5665
Subject: RE: Speed limit review - next order [NOT PROTECTIVELY MARKED - NO

Thanks for letting me have sight of the proposed speed limit changes.

I can understand the rationale behind the majority of the schemes and I realise that you are working in essence to the guidelines given to you by central government. The alteration of the current 40 down to 30 in the Scawby Brook area whilst being a built up area may draw criticism, but, as I travel along that route most days I am aware of numerous pedestrians and cyclists using the Road a fair percentage of the peds being children and as such think it probably an appropriate speed limit. There is one area that I do have major concerns with, that being the proposed change in South Ferriby. I travel that Road on a regular basis in my own vehicle. As I drive within the speed limit I am very often aware of other Road users wanting to get past my car, it is fair to say that I have been overtaken on several occasions by other motorists, although normally drivers do resist the temptation to get past. If the proposal to reduce the current limit of 40 to a new limit of 30 was implemented along the entire section of the Road currently governed by the 40 limit, I feel it may well have a detrimental effect on Road safety. As it stands the 40 limit is just about acceptable to most motorists, lowering the limit to commence at the lift bridge would in my opinion make sense as the narrowing of the carriageway at that point would act as a natural gateway, having said that, I also feel some kind of engineering between the lift bridge and the current 30 limit would also be required in order to maintain the lower speed of vehicles, perhaps via a lining scheme? To lower the limit from the current 40 heading West from the lift bridge could in my opinion create more problems than it solves. There have been 4 slight injury collisions on this stretch of Road in the last 3 years, however one of those was down to distraction within the car..one, when a driver stopped for an ambulance responding on blue lights and the following car overtook the stopped car into the path of the ambulance and two more caused by poor manoeuvring, non of which could be attributable to excess speed. The Road at this point has no dwellings, the only structure being the cement factory. A reduction of the speed limit to 30mph would I feel create a major speeding problem

where one does not currently exist, thus raising the issue in the standing in the speed management strategy and therefore asking for police enforcement no doubt that enforcement would yield a high number of offenders and would in essence be criminalising motorists at a location that currently does not warrant enforcement. This can not be a good use of our very limited resources, we (Police) have fewer officers to pro actively enforce traffic law and should in my opinion be enforcing at sites that generate high offending /casualties, not at locations where there is a perceived problem or the problem is artificially created.

As well as the points made above, I would expect that the drivers who currently resist the temptation to overtake at the current speed limit would grow impatient and get past those drivers who comply. The danger with this is the issue with drivers emerging from the cement factory entrances with real potential for collisions? I have included Inspector Teasdale in on my reply to you and have asked her to consider a response to your consultation request also.

Regards

PC 30 Barry Gardner

Casualty Reduction Officer

Brigg Police Station,

Barnard Avenue,

Brigg,

North Lincolnshire,

DN20 8AS

Tel 01724 241718 (1718) Mobile 07791915577

Fax 01652 601827

To: <Steve.Harrison@northlincs.gov.uk>
From: "Christine Hammond" <jennydog@talktalk.net>
Date: 10/04/2013 02:13PM
Subject: Speed Limit Amendment

The proposed 30 mph limit in front of Cemex Works, South Ferriby Winteringham Parish Councillors unanimously agreed that they could not see any point at all in reducing this speed limit.

The Sluice Bridge means that traffic travelling from the west has to slow down and drivers travelling from the east (through Ferriby and the 30 mph limit) automatically start to increase their speed at this point. The Councillors felt that the police simply could not be on hand enough hours of the day to enforce this new limit.

Christine Hammond
Parish Clerk



Our Ref: PBC/DJW

11th March 2013

Traffic & Road Safety Team
North Lincolnshire Council
Civic Centre
Ashby Road
SCUNTHORPE
North Lincolnshire
DN16 1AB

Please respond to:
CEMEX UK Cement Limited
South Ferriby Works
South Ferriby
BARTON-UPON-HUMBER
North Lincolnshire
DN18 6JL

Tel: 01724 732434
Fax: 01724 734387

Dear Sir

I have recently been informed from South Ferriby Parish Council, that there is a proposal for a change to the speed limit going into and through South Ferriby village.

Can you please kindly send me a copy of the proposal and can I ask to be kept informed of any changes going forward, thank you.

On behalf of South Ferriby Cement Plant I can confirm that I will give complete backing to any proposal for a speed reduction outside the plant.

I look forward to your reply.

Yours faithfully

Philip Baynes-Clarke
Plant Director

CEMEX UK Cement Limited

CEMEX House, Evreux Way, Rugby, Warwickshire, CV21 2DT, United Kingdom.

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THE NORTH LINCOLNSHIRE COUNCIL
(VARIOUS ROADS) (RESTRICTED/DE-RESTRICTED ROADS
AND SPEED LIMITS) (CONSOLIDATION) ORDER 2013
(VARIOUS ROADS NO 1) (AMENDMENT) ORDER 2013

Notice is hereby given that North Lincolnshire Council proposes to make an Order under Sections 81 (1), 82(2)(a), 83(2), 84(1) and (2), 84(3) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 the effect of which will be to amend the Order specified in the Schedule to the extent described in that Schedule. A copy of the draft Order showing the map based schedule amendments together with a statement of reasons and plan showing the sides and lengths of road affected can be seen at the Council Offices at Church Square House, Scunthorpe, DN15 6XQ during normal office hours or can be viewed on the North Lincolnshire Council web site at the following location: <http://www.northlincs.gov.uk/transport-and-streets/traffic-management/tro-consultations/>. Objections to the proposal specifying the grounds on which they are made should be sent in writing to the Director of Places, Council Offices, Hewson House, Station Road, Brigg, DN20 8XY not later than 11th April 2013.

SCHEDULE
Amendment

To amend the North Lincolnshire Borough Council (Various Roads) (Restricted/De-restricted Roads and Speed Limits) (Consolidation) Order 2013 as follows:

To reinstate the restricted road status in respect of the following lengths of road:

A1077 Sluice Road, South Ferriby	From its junction with Andrews Road to a point approximately 375 metres east of Andrews Road along Sluice Road
	From its junction with Andrews Road to a point approximately 1,100 metres west of Andrews Road along Sluice Road
A18 Scawby Road, Scawby Brook	From the west bank of the New River Ancholme westwards to its junction with the B1206 then northwards for a total distance of approximately 630 metres
B1206 Scawby Road, Scawby Brook	From its junction with the A18 westwards for a distance of approximately 800 metres
A18 Station Road and Doncaster Road, Gunness	From approximately 25 metres south of its junction with the B1450 northwards then eastwards along Doncaster Road for a distance of approximately 520 metres
B1450 Station Road and Burringham Road, Gunness	From its junction with the A18 in a southerly direction for a distance of approximately 365 metres

A161 Low Burnham The existing 40mph speed limit northwards from approximately 65 metres south of the road known as Access Road to Elwiss Farm

Unclassified roads in Low Burnham

Main Street Its entire length

Access Road to Willow Its entire length

Tree House

Owston Ferry Road From its junction with Main Street in a southerly direction for a distance of approximately 135 metres

To de-restrict the following length of road:

A161 between Low Burnham and Haxey From approximately 65 metres south of the road known as Access Road to Elwiss Farm southwards for a distance of approximately 95 metres

To introduce a 30mph speed limit restriction on the following lengths of road:

Access Road to Elwiss Farm, Low Burnham From its junction with the A161 to its junction with Owston Ferry Road

Owston Ferry Road, Low Burnham From its junction with the road known as Access Road to Elwiss Farm in a northerly direction for a distance of approximately 107 metres

Lodge Lane, Flixborough From approximately 245 metres east of its junction with The Steadings eastwards for a distance of approximately 110 metres

To introduce a 40mph speed limit restriction on the following lengths of road:

B1450 Station Road and Burringham Road, Burringham From approximately 365 metres from its junction with the A18 southwards for a distance of approximately 715 metres

B1211 Brigg Road, Croxton From approximately 85 metres west of its junction with Church Lane westwards for a distance of approximately 235 metres

To introduce a 50mph speed limit restriction on the following lengths of road:

A1077 From the junction of Mannaberg Way and Winterton Road in a north-easterly direction towards Winterton for a distance of approximately 4,440 metres

A1077 Mannaberg Way From a point approximately 40 metres east of the centre line of Bessemer Way for a distance of approximately 520 metres

A1029 Winterton Road From a point approximately 60 metres north of the junction with Warren Road for a distance of approximately 770 metres

Dated this 21st day of March 2013

W S Bell
Assistant Director – Legal & Democratic

Civic Centre
Ashby Road
Scunthorpe