

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND PLANNING  
CABINET MEMBER**

**NORTH LINCOLNSHIRE ROAD SAFETY PARTNERSHIP  
SPEED MANAGEMENT STRATEGY SITES 2008/09**

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

- 1.1 To seek Cabinet Member approval of the proposed speed management strategy treatment sites for 2008/09.

**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 approximately two hundred and eighty 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.

**3. OPTIONS FOR CONSIDERATION**

- 3.1 There are three potential options available for consideration:
- 3.1.1 Maintain the strategy in its current form
- 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 thirty. 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 and including Akeferry Road and Doncaster Road, Westwoodside. This 'route' was established as a result of a high number of individual qualifying sites being identified along the A161.
- 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. There are five such sites proposed this year (see Appendix).

4.7 The strategy is highly regarded by Humberside Police and neighbouring highway authorities. The Safer Roads Humber Board recently approved a recommendation to adopt a consistent speed management strategy throughout the Humberside Police force area and it is anticipated that this will be broadly based on the North Lincolnshire system.

4.8 In light of the above, it is recommended that the strategy should continue in its current form.

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

### **5.1 Financial**

5.1.1 The strategy costs approximately £25,000 a year. This covers the cost of moving signs between sites, post mountings at new sites, sign maintenance and minor replacements. It does not include any significant investment in new equipment, although this is only necessary on an infrequent basis. It is not anticipated that any council funding will be necessary for new equipment this year.

### **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  
DN156XQ  
Author: Pete Scott  
Date: 23 April 2008

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

## NORTH LINCOLNSHIRE SPEED MANAGEMENT STRATEGY

## PRIORITY SITES - 2008/09

Location	Site Priority No	Accidents 2005-7	Offenders Per Day	Notes
Messingham, Catchwater Crossroads.	1	12	2247	
Scunthorpe, West Common Lane (JLC)	2	12	1461	
Brigg, Bridge Street	3	10	2361	
Scunthorpe, Scotter Road (Viaduct-A18)	4	3	2296	
A161 Route (Belton Picnic Site)	5	13	772	
Broughton, Ermine Street	6	5	1578	
Messingham, Northfield Road (30mph)	7	4	2413	
A161 Route (Epworth, Burnham Road)	8	3	3462	
Crowle, A161 Wharf Road	9	3	2040	
Hibaldstow, Redbourne Road	10	3	1594	
Barton, Ferriby Road	11	5	1305	
Messingham, Brigg Road	12	6	874	
Winterton, A1077 Top Road (South)	13	2	2049	
Scunthorpe, Scotter Road (North)	14	2	1629	
A161 Route (Epworth, Belton Road)	15	2	1617	
Scunthorpe, Scotter Road (Viaduct-WCL)	16	7	862	
Scunthorpe, Ferry Road (Crosby Avenue)	17	10	351	
Scunthorpe, Cemetery Road	18	8	527	
Kirton, Station Road (30mph)	19	2	1024	
A161 Route (Haxey, Epworth Road)	20	1	2202	
Messingham, Scotter Road	21	1	1603	
Barrow, Ferry Road East	22	0	2024	
Hibaldstow, Station Road	23	0	1301	
Kirton, Northcliffe Road	24	0	1595	
Broughton, Appleby Lane	25	0	1425	
Scunthorpe, Church Lane	27	8	475	
A161 Route (Haxey, Haxey Lane)	28	2	1011	
East Halton, East Halton Road	29	1	1385	
Scunthorpe, Burringham Road (Golf Club)	30	4	673	
Scunthorpe, Bottesford Road	31	3	864	
Ulceby, Station Road	32	3	715	
Epworth, West End Road	33	2	697	
Wrawby, A18 Melton Road	34	1	1271	
Burringham, Station Road (30mph)	35	1	1042	
Scunthorpe, Ferry Road West *	36	1	940	Linked (Scotter/Ferry)
Scunthorpe, Normanby Road *	38	3	741	Linked (Ferry Rd)
Brigg, Wrawby Road *	42	0	1218	Linked (Bridge St)
Westwoodside, Akeferry Road *	43	0	1011	Linked (A161 Route)
Westwoodside, Doncaster Road *	65	2	527	Linked (A161 Route)

\* Roads linked to qualifying sites. Limited enforcement may be carried out, resources permitting