

# Barnetby Le Wold – Traffic Survey

I now reply with the recent monitoring results for Kings Road at Barnetby, a 30mph speed limit road.

The monitoring was carried out by the use of an electronic traffic monitoring device over a full seven-day period, between 12th - 18th December 2016, attached to lighting column No 17, outside No 69.

On average 3,495 vehicles per day were recorded using the road, travelling at an average speed of 30.0mph and with an 85th percentile speed (a more representative measure of speed than a simple average), of 35.2mph.

Of those 6,495 vehicles, 1,759 were travelling northbound out of Barnetby towards Barnetby Top, travelling at an average speed of 31.1mph, and with an 85th percentile speed of 36.3mph.

The remaining 1,736 vehicles were travelling in the opposite direction into Barnetby, travelling at an average speed of 28.9mph, and with an 85th percentile speed of 33.4mph.

17.1%, being on average 600 vehicles per day exceeded 35mph (the minimum speed at which the Police prosecute at on a 30mph speed limit road, under guidance set by the National Police Chiefs Council (NPCC)).

1,305 vehicles were travelling 25-30mph, 1,074 were 30-35mph, 442 were 35-40mph, 118 were 40-45mph, 30 were 45-50mph, and 2 were 50-55mph. Over the full 7 day period, 7 were 55-60mph and 2 exceeded 60mph.

Fortunately, there has been no reported personal injury collisions recorded along Kings Road within the past three years (2014 – 2016).

Kings Road, as a result of previous monitoring carried out in September 2012, appears in the current North Lincolnshire Speed Management Strategy programme (1st April 2016 - 31st March 2017), at number 68 out of 448 locations, with on average 1,004 speed offenders per day in excess of 35mph, but unfortunately at that number it does not receive Police enforcement, but it does receive a 3 month period with a 'Flashing' Speed Sign.

As a result of this latest monitoring above, it does show a reduction in the speed offending rate, and as a result I would expect Kings Road to be approximately number 127 in the next Speed Management Strategy programme (1st April 2017 - 31st March 2018), where it will unfortunately not receive any intervention.

To update you, here in North Lincolnshire we have developed the North Lincolnshire Speed Management Strategy that deals with all speed related concerns directed to either Humberside Police colleagues or ourselves, a strategy which prioritises all locations on its

speed offending rate, on the number of personal injury collisions recorded during the previous three years, on the number of accesses and junctions, and on the number of vulnerable road users such as pedestrians and cyclists.

Due to limited resources, both Humberside Police and ourselves currently only target the top 63 locations within the Speed Management Strategy over a yearly programme (1st April – 31st March), with Police enforcement, a three month period with a 'flashing' speed sign, and these locations do have up to 4,145 speed offenders per day, and have recorded up to 10 personal injury collisions within the previous three years.

Locations between 64-118 do receive a three month period with a 'Flashing' Speed Sign, if the location allows, although there will be no extra Police enforcement carried out at these locations.

All speed concern locations brought to our attention are usually firstly monitored over a seven-day period by the use of an electronic traffic monitoring device (unless it is evident that there is not an actual speed offending issue, but more an inappropriate speed issue), and unless there has been no environmental changes to the location, or some other cause that increases traffic flows and vehicle speeds, that location would not normally be monitored for at least a further four years, or possibly longer in some cases.

We do appreciate that speed is a very important issue for residents on residential roads, but limited resources do not allow every location within North Lincolnshire to be targeted with enforcement or any other intervention, and we do need to educate motorists that when travelling along such roads, they do respect the residents and other road users, and drive at a more appropriate speed.

Equally, there are limitations on the amount of enforcement that can be carried out at the top 63 qualifying sites, and not routinely visiting a speed offending location is not a decision taken lightly by Police colleagues, but it is one that is made out of necessity and availability of trained Traffic Police Officers, and as can be seen, by attending the top 63 locations, this North Lincolnshire Speed Management Strategy is an intelligence led casualty reduction initiative, by putting those experienced and trained officers into the worst locations to reduce vehicle speeds, which in turn does reduce road casualties.

If you have any further queries in relation to this matter, please do not hesitate to contact me.

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