

# PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

<b>DATE</b>	16 <sup>th</sup> December 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport.
<b>RESPONSIBLE OFFICER</b>	Paul Evans – Assistant Director - Infrastructure
<b>SUBJECT</b>	Response to Barnoldby-le-Beck village petition
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHHIT 12/24/05

## CONTRIBUTION TO OUR AIMS

The introduction of appropriate highway signs, road markings and restrictions can contribute to improved road safety and traffic movements which in turn contribute towards the Council's stronger communities and stronger economy outcomes.

## EXECUTIVE SUMMARY

This report sets out the formal response to the petition received by the Portfolio Holder for Housing, Infrastructure and Transport from residents requesting action to address road safety issues in Barnoldby-le-Beck (DNPH.HIT.22).

## RECOMMENDATIONS

It is recommended that Portfolio Holder Housing, Infrastructure and Transport notes the progress made to date in investigating options to address traffic speed and road safety concerns raised through the petition and that he receives a further update once these investigations have been completed.

## REASONS FOR DECISION

To provide an update to the Portfolio Holder Housing, Infrastructure and Transport and petitioners on progress made, to date, in response to the resident's petition (DNPH.HIT.22).

### 1. BACKGROUND AND ISSUES

- 1.1 On 22 October 2024 a petition was received by the Portfolio Holder Housing, Infrastructure and Transport from residents in Barnoldby-le-Beck requesting for action to be taken to resolve road safety concerns in and on the approaches to the village.
- 1.2 The C418 is a rural road that starts at the junction with the B1203 in Waltham and runs through Barnoldby-le-Beck to the A18 (Barton Street). The C418, along with the majority of roads within the boundary of Waltham, is a restricted 30mph road. Around the boundary line with Barnoldby Le Beck the road changes to a National Speed limit for approximately 750m before reverting back to a 30mph limit as it approaches the main housing area in Barnoldby-le-Beck The length of this restricted limit is approximately 1050m. At the opposite end of the village, the speed limit changes to a 40mph limit which continues to the junction with the A18.
- 1.3 In November 2021 the Portfolio Holder for Environment and Transport received a report to amend speed limits on the A18 and on the approaches to Barnoldby-le-Beck. It was resolved to amend the speed limit on the western approach to the village (from the national speed limit to 40mph). The November 2021 decision did not cover the eastern approach to the village

on Waltham Road, which was retained with a 60mph speed limit.

- 1.4 Traffic data from the Department for Transport identifies that since 2009 the volume of traffic using the C418 has increased around 37% from a daily average of 4728 vehicles/day in 2009 to just under 6500 vehicles/day in 2024.
- 1.5 Speed data has been collected at three sites in Barnoldby-le-Beck in 2023/24, this data is summarised in the table below. From these figures it can be concluded that whilst compliance with the posted speed limit is good within the 60mph section between Waltham and Barnoldby-le-Beck it is poor within the existing 30mph zone either side of the village centre. Over half of all vehicles (approximately 3000+ per day) approaching the village on Waltham Road are travelling at a speed which is above the normal prosecution limit for the Police once they enter the village boundary and the 30mph speed limit.

Site	Posted speed limit	Average speed	% over ACPO limit
West of Veronica's Larder access	National (60mph)	44.6mph	0.8%
West of the village gateway	30mph	36.3mph	53.7%
Near to Cherry Cobb Lane	30mph	32.3mph	22.9%

- 1.7 Injury collision data provided by the Police identifies that there has been one slight collision (resulting in 2 injuries) in the last five years within the Barnoldby-le-Beck village area.
- 1.8 Following receipt of the petition, Road Safety Engineers have undertaken preliminary investigations and have recommended that a number of options are considered in further detail to consider their deliverability and likely impact on lower traffic speeds. These include:
  - A reduction in the posted speed limit on the eastern approach (Waltham Rd, between Waltham and Barnoldby-le-Beck).
  - Introduction of electronic driver feedback signs to encourage lower approach speeds to the village.
  - To review the existing Safety Camera enforcement site in the village.
  - Refresh road markings and look to declutter road signs to reinforce the prominence of speed limit signs.

## 2. RISKS AND OPPORTUNITIES

At this stage the recommendation does not present a significant risk to the Council. Further investigatory work is needed before a thorough assessment of the risks and opportunities associated with each option can be considered.

## 3. OTHER OPTIONS CONSIDERED

- 3.1 In developing the preliminary options outlined in section 1.8, above, Road Safety Officers have considered several other options. The following options are not recommended and have been discounted at the preliminary investigation stage.
  - Introduce physical (vertical or horizontal) speed reduction measures. It is recommended that such measures can only be introduced in an area that has street lighting. There is currently no street lighting provision along much of the C418 through Barnoldby-le-Beck

and the costs to introduce such measures would be prohibitively expensive compared to other less costly measures.

- Introduce rumble strips. Whilst rumble strips would be effective in encouraging lower traffic speeds, the noise and vibration created by the strips is likely to cause annoyance and a poorer quality of life for residents in the immediate vicinity, noting the 6000+ vehicles a day that are travelling through the village.
- Introduce a fixed speed camera enforcement system. Guidance and policy around speed cameras is very strict and involves an analysis of injury collisions along roads that are to be monitored. Although there is generally poor compliance with the posted speed limit, the number of injury collisions in this location does not approach the number required to consider introducing a fixed speed camera system.

#### **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

4.1 Further development of proposals is required before an assessment of the reputation and communications considerations can be assessed. However, given that the proposals look to address speed and road safety concerns raised by residents it is likely that there will be a positive impact.

#### **5. FINANCIAL CONSIDERATIONS**

5.1 If further works are, in the end, considered to be necessary then any costs associated will be funded via the Council's Local Transport Plan capital programme (subject to confirmation of the programme by the Portfolio Holder Housing, Infrastructure and Transport).

#### **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

6.1 It is not expected that the proposals will have specific implications on children and young people.

#### **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

7.1 There will be no impact on climate change or the environment because of this report.

#### **8. CONSULTATION WITH SCRUTINY**

8.1 There has been no consultation with Scrutiny in relation to this matter.

#### **9. FINANCIAL IMPLICATIONS**

9.1 No direct financial implications to the Council are expected to arise during the investigation to identify potential road safety measures.

9.2 It is anticipated that any works deemed necessary as a result of this investigation would be funded from the Council's Local Transport Plan capital scheme (subject to being approved as part of the 2025/2026 work programme).

#### **10. LEGAL IMPLICATIONS**

10.1 As this is an update report there are no direct legal implications.

#### **11. HUMAN RESOURCES IMPLICATIONS**

11.1 There are no direct HR implications arising from the contents of this report.

#### **12. WARD IMPLICATIONS**

12.1 The proposals relate to issues within the Wolds Ward.

### **13. BACKGROUND PAPERS**

13.1 None

### **14. CONTACT OFFICER(S)**

- Paul Evans, Assistant Director - Infrastructure, NELC,
- Paul Thorpe - Operations Director, Equans

**COUNCILLOR STEWART SWINBURN**

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