

PORTFOLIO HOLDER FOR HOUSING INFRASTRUCTURE AND TRANSPORT

DATE	18 th December 2025.
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure & Transport.
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure.
SUBJECT	Response to petition – Grimsby Road, Waltham request for a reduction in the speed limit and the introduction of a pedestrian crossing.
STATUS	Open.
FORWARD PLAN REF NO.	N/A

CONTRIBUTION TO OUR AIMS

The setting of appropriate speed limits supports the Council's Stronger Economy objective by supporting a good, well managed, road network that encourages new and existing businesses and where local residents and their families want to live.

EXECUTIVE SUMMARY

This report seeks to provide a formal, evidenced response to a petition received at the Special PHHIT meeting on 24 September 2025 (DNPH.HIT.18). The petition seeks a reduction in the speed limit on Grimsby Road and the introduction of a new pedestrian crossing near to the Woodlands Way junction with Grimsby Road.

RECOMMENDATIONS

It is recommended that Portfolio Holder:

- Agrees to retain the existing 40mph speed limit on the B1203 Grimsby Road between Scartho and Waltham.
- Rejects the request for the introduction of a controlled crossing on the B1203 Grimsby Road near to the junction with Woodlands Way.

REASONS FOR DECISION

The decision is required in response to a public petition that was received by the Portfolio Holder for Housing, Infrastructure and Transport at their meeting on 24 September 2025 (DNPH.HIT.18).

1. BACKGROUND AND ISSUES

- 1.1 A petition was received by the Portfolio Holder for Housing, Infrastructure and Transport at their meeting on 24 September 2025 (DNPH.HIT.18). The lead petitioner, a resident on Woodlands Way, is seeking a reduction in the 40mph speed limit on Grimsby Road between Scartho and Waltham village alongside the introduction of a new pedestrian crossing across Grimsby Road within the vicinity of the Woodlands Way junction.

- 1.2 The current 40mph speed limit zone runs for a distance of approximately 640m between Scartho and Waltham. Traffic speed data collected via loops on the ground at a site just south of the Fairway / Grimsby Road junction indicate an average vehicle speed of around 32.8mph and an 85th% speed (a standard speed measurement, which shows how fast 85% of traffic is travelling at or below) of 37.6mph. Neither of these measures indicate that there is an evidenced speeding issue, noting that the current speed limit is 40mph. The data shows that on average less than 1 vehicle an hour is travelling in excess of 50mph.
- 1.3 Injury collision data provided by Humberside Police through the STATS19 process indicate that there have been four injury collisions within the extent of the current 40mph zone between Scartho and Waltham in the last five years, these have all occurred within a 175m section either side of the Fairway junction. These are summarised below:
 - Collision between a motorcycle and a van resulting in 1 slight injury.
 - Collision between two cars resulting from driver error resulting in 1 slight injury.
 - Collision between car and van, no further details recorded resulting in 2 slight injuries.
 - Collision caused by a vehicle passing a parked vehicle and entering the oncoming traffic lane resulting in 2 slight injuries.
- 1.4 There have been no injury collisions recorded within the last five years involving pedestrians.
- 1.5 The lead petitioner has noted that on the other approaches to Waltham village the 30mph speed limit starts at the village boundary, the exception being the entry from Scartho on Grimsby Road.
- 1.6 The lead petitioner's suggestion to extend the 30mph speed limit to the village boundary sign would result in a 190m long 40mph zone being left. This is significantly less than the minimum recommended length for speed limit extents of 600m given in DfT guidance 'Setting Local Speed Limits: March 2024'. It is therefore not recommended to progress with this option. Setting unrealistic speed limits (and extents of speed limits) risks undermining drivers' confidence in them, this potentially leads to greater non-compliance of speed restrictions in general.
- 1.7 The alternative proposal is to replace the whole of the current 40mph speed limit zone between Scartho and Waltham with a new 30mph speed limit. This would mean average travel times being increased by approximately 12 seconds per trip along the length of the new speed limit extent.
- 1.8 Unless there was to be extensive work done to redesign the road it is likely that most competent and confident drivers will continue to travel at or near the speed they travel at now, even with a reduced speed limit. In its current form, the road does not look or feel like 30mph is an appropriate speed limit. This significantly increases the risk of poor compliance with the lower speed limit which many drivers may consider to be unrealistic. This may consequently result in there being more pressure put on the Police to visit and enforce the lower speed limit at the cost of other enforcement sites where there is an identified road safety issue.
- 1.9 A review of the possible demand for a pedestrian crossing suggests that this is likely to be quite low and mainly attributable to people using the bus stop, needing to cross the road to go down Fairway. A count of the number of pedestrians crossing Grimsby Road near to the Fairway junction has been used to calculate an ADPV² score for the location. This is an acknowledged standard way of assessing whether use of the site would support the introduction of a controlled crossing point. The score of 8,588,002 is significantly lower than the 80 million threshold where a controlled crossing point is 'justified'. On this basis it is not recommended to progress with a controlled crossing point at this time.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES.

2.1 Should this proposal be adopted, the opportunities are:

- To maintain an appropriate speed limit and extent which currently sees good compliance with the current 40mph limit.
- To ensure that investment by the Council's Local Transport Plan is robust and evidenced based, targeting resources where they are needed most.

2.2 Should these proposals not be implemented, the risks are:

- The introduction of unrealistic speed limits, or extent of speed limits is likely to have significant non-compliance risk.
- The introduction of a controlled crossing where there is little pedestrian demand would utilise funding that could have otherwise been directed to another site where there is either (or both) an evidenced collision history or greater pedestrian demand.

2.3 There are no implications under the Equality Act 2010, European Directive 01/42/EC and transposed into UK law through the Environmental Assessment of Plans and Programmes Regulation 2004 or The General Data Protection Regulation 2018 as a result of this proposal.

3. OTHER OPTIONS CONSIDERED

As noted above the options considered in this report are:

- Increase the extent of the 30mph to match the village gateway signs. This is not recommended as it would leave a remaining 40mph speed limit zone of less than 200m which is significantly less than the minimum recommended length for a speed limit extent.
- Introduce an uncontrolled central pedestrian island to assist people crossing the road. As the carriageway has a typical width of 7.4m there is insufficient carriageway width whereby an uncontrolled central pedestrian island could be implemented without extensively widening the carriageway, this is with particular regards to Grimsby Rd being both a bus and HGV route. A budget estimate of £200,000 has been provided, noting that until further investigatory work is done it is unclear whether any utility diversion works which may add to the expected costs would be needed.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

It is not anticipated that there will be any significant negative reputational implications resulting from the decision. There is no evidence that a reduction in the posted speed limit would have an impact on road safety in the area.

5. FINANCIAL CONSIDERATIONS

There are no costs associated with the implementation of the recommendations of this report.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

The contents of this report do not propose any changes to the highway. It is therefore assessed that it will have no specific implications for children and young people.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

This report has no significant climate or environmental implications.

8. CONSULTATION WITH SCRUTINY

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

9. FINANCIAL IMPLICATIONS

There are no direct financial implications resulting from the recommendations set out in this report.

10. LEGAL IMPLICATIONS

As it appears from the report that the request of the petition has been fully explored and there is a recommendation to take no further action, there are no legal implications arising.

11. HUMAN RESOURCES IMPLICATIONS

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

12. WARD IMPLICATIONS

The proposals relate to the Waltham Ward.

13. BACKGROUND PAPERS

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

[The Traffic Signs Regulations and General Directions 2016 No 362](#)

14. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE & TRANSPORT