

## **PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT**

<b>DATE</b>	26 <sup>th</sup> June 2025
<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>	PHHIT12/24/05

### **CONTRIBUTION TO OUR AIMS**

The introduction of appropriate highway signs, road markings and restrictions will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment.

### **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 approves the delivery of:

- Reduction of the speed limit on the eastern approach (Waltham Road) to the village from the current 60mph to a new lower 50mph limit (Ref: Appendix 1 - HD014-25)
- Installation of two new Speed Indicator Devices (SIDs) on the eastern approach to the village on Waltham Road. The first located adjacent to the speed limit change will advise drivers to 'slow down' if travelling above the threshold limit. The second, located approximately 300m further into the village will then feedback the drivers speed and a further message. Data from both signs will allow the impact on behaviour to be assessed. SIDs would be sourced from the Council's existing stock and the only costs will be associated with the installation of the units.
- New and refreshed road markings and signs. It is proposed to undertake a resigning exercise through the village as identified in Appendix 2 (Ref: ADHR-BB-02 and ADHR-BB-03), this will reinforce appropriate speeds, address sign clutter issues and provide guidance to pedestrians. In addition, it is proposed to refresh the existing carriageway markings to complement the revised signing regime. In total it is anticipated that these works will cost around £8,000-£10,000 to complete

### **REASONS FOR DECISION**

To provide an update to the Portfolio Holder Housing, Infrastructure and Transport and petitioners on recommendations, 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. A follow up report (PHHIT 12/24/05) was considered by the Portfolio Holder on 16 December 2024 where he agreed to accept a further report once proposals for ways in which speed and road safety concerns were considered by Officers.
- 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 derestricted (national speed limit) road for approximately 750m before reverting back to a 30mph speed limit as it approaches the main housing area in Barnoldby-le-Beck, the length of which is approximately 1050m. At the opposite end of the village, the speed limit changes to a 40mph limit which continues to the roundabout junction with the A18.
- 1.3 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.
- 1.4 Speed data has been collected at three sites in Barnoldby-le-Beck is 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 national speed limit section between Waltham and Barnoldby-le-Beck it is poor within both of the 30mph speed limit zones 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 limits set by the Association of Chief Police Officers (ACPO), 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%

- 1.5 The proposal will see a reduction in the speed limit on the eastern approach (Waltham Rd) from 60mph to a new 50mph limit. This change will require a Traffic Regulation Order (TRO) which will take around 8-10 months to process. In addition to the standard advertising costs associated with an amendment to a TRO it is likely that an additional cost of around £8,000-£10,000 would be incurred to change signs and associated carriageway markings.
- 1.6 It is anticipated that reducing the speed limit on Waltham Rd will encourage lower approach speeds to the 30mph zone which in turn will reduce the time it takes for vehicles to decelerate to be travelling at or below 30mph in the village. This, in addition to the other proposed measures; introduction of SIDs and refreshed lines and signs, should lead to better compliance with the village speed limit.
- 1.6 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.

1.7 A site visit was undertaken in January 2025 where it was identified by Officers that:

- A proportion of vehicles appeared to be entering the 30mph village zone at more than the posted speed limit and only begin to slow significantly once they reached the building line near Old Main Road. This appears to support the speed data shown in 1.4 above.
- Existing road signs were in line with requirements but some work to rationalise signs could be undertaken to reinforce key speed and safety messaging.
- The condition of all existing road markings was acceptable on the whole, but some of those relating to the 30mph speed restriction and the village gateway feature could benefit from being refreshed to encourage greater compliance of the speed limit by drivers.
- There is sufficient verge width on the southern side of Waltham Road to potentially allow for the implementation of a Safety Camera enforcement platform should one be required in the future.
- There is insufficient verge to allow for a footway extension on the northern side of Waltham Road to link the existing footways between the Ship Inn and the Old Main Road junction on the Waltham side of the village. The highway boundary extends into a grass bank the angle of which would not support the introduction of a footway. In addition, further around the bend, the edge of the 'Woodlands' property immediately abuts the carriageway edge with no space for a footway. Old Main Road itself is a quiet, residential low trafficked road and it is the view of officers that this offers an alternative means for pedestrians to continue their journey with relative safety between the two points, avoiding the bends completely.
- The existing footway alongside Waltham Road (towards Waltham village) runs for approximately 1km and is sandwiched between the carriageway (separated by a narrow grass verge) and agricultural land to the rear. To the rear of the footway runs a land drainage ditch for much of its length. Consideration was given to perhaps widening the footway however, the ditch would need to be diverted or culverted to provide the necessary space. Given the current relatively low levels of usage and the lack of an evidenced injury collision history, it is likely that this would not offer good value for money at the present time.

## 2. RISKS AND OPPORTUNITIES

- 2.1 The key opportunity is to implement measures that encourage lower vehicle speeds and support road safety for residents and visitors to the village. The proposals do not present a significant risk to the Council. They seek to have a positive impact on driver behaviour and lower vehicle speeds through the village. The main risk is that the measures are ineffective at influencing driver behaviours, in which case it may be necessary to implement other measures which are not currently recommended at this time.

## 3. OTHER OPTIONS CONSIDERED

3.1 In developing the recommendations outlined above the following other options were considered:

- **Introduce physical (vertical or horizontal) speed reduction measures.**  
Guidance states 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 new Safety Camera Partnership enforcement site between the Church Lane and Kings Chase junctions.**

The existing enforcement site is located on Waltham Road, Barnoldby. Moving the enforcement site would require the introduction of a new hard standing at a cost of around £15,000. Given recommendation above, it is proposed to not progress with moving the enforcement site until the two SID project has been evaluated.

- **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 Given that the proposals look to address speed and road safety concerns raised by residents it is likely that there will be a positive reputational impact. The delivery of the works will be supported by an associated communications plan to emphasise the scheme benefits.

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

- 5.1 It is proposed to fund the necessary works from the Council's Local Transport Plan capital programme for 2025/26, this will be in addition to the currently approved programme and will require approval from the Assistant Director for Infrastructure and Portfolio Holder for Housing, Infrastructure and Transport.

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

- 6.1 The proposals will seek to create a safer environment for all road users, including children and young people who are classed as vulnerable in terms of pedestrian usage.

#### **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 It is proposed that these works will be funded from the 2025/26 Local Transport Plan which is part of the Council's approved Capital Investment Programme.

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

- 10.1 Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) for (inter alia) the reasons set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.

- 10.2 Under Section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Speed Limit Orders (SLOs) for (inter alia) the reasons set out at the beginning of this report.
- 10.3 The procedure for making TROs and SLOs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed TRO or SLO.
- 10.4 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO or SLO before it is made.
- 10.5 If it is decided to make the TRO and SLO notwithstanding any objections, once made the order can only be challenged by Judicial Review in the Administrative Court.

## **11. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications

## **12. WARD IMPLICATIONS**

- 12.1 The proposals relate to issues within the Wolds Ward.

## **13. BACKGROUND PAPERS**

- 13.1 [4.-Response-to-Barnoldby-Le-Beck-Village-Petition.pdf](#)

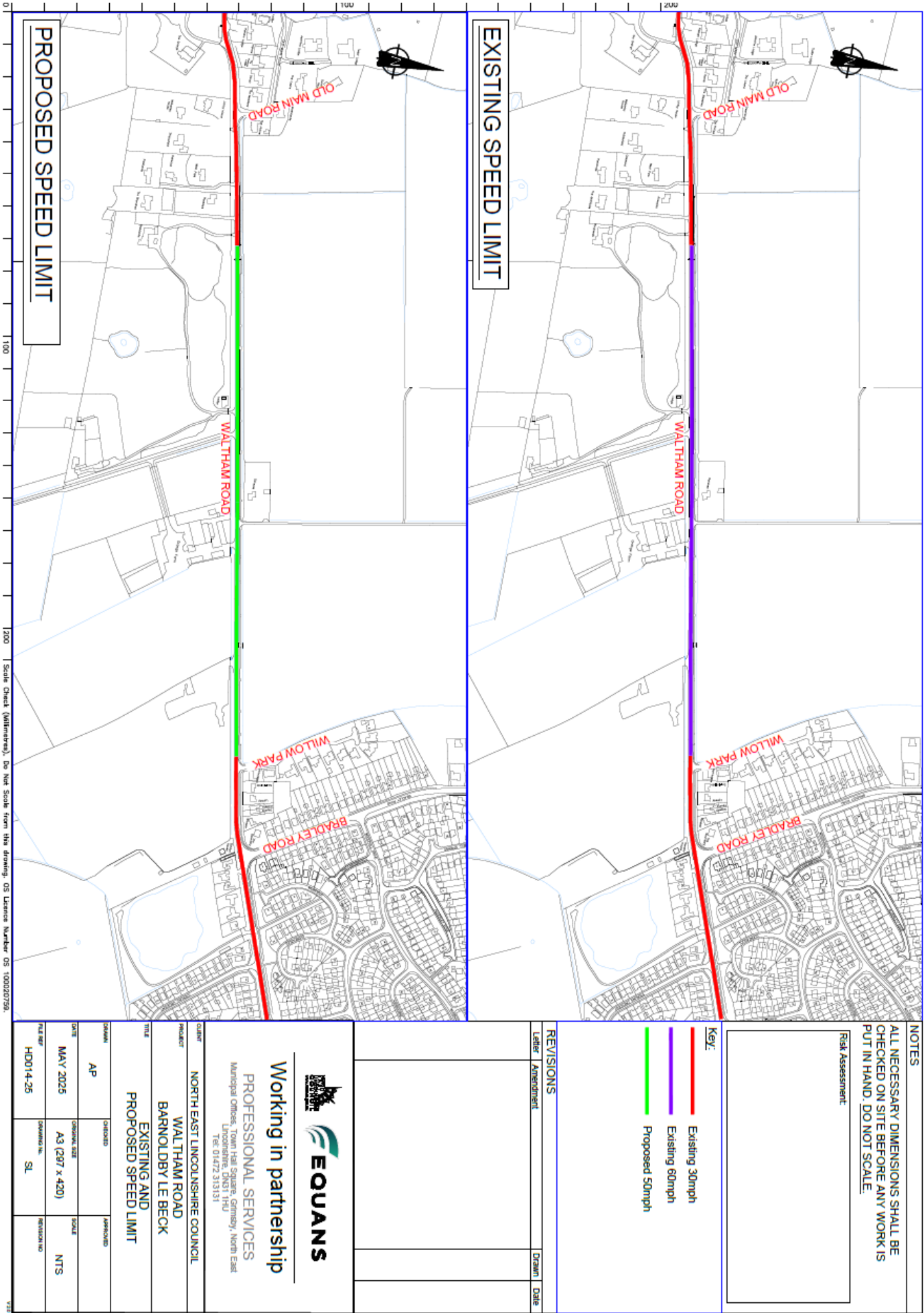
## **14. CONTACT OFFICER(S)**

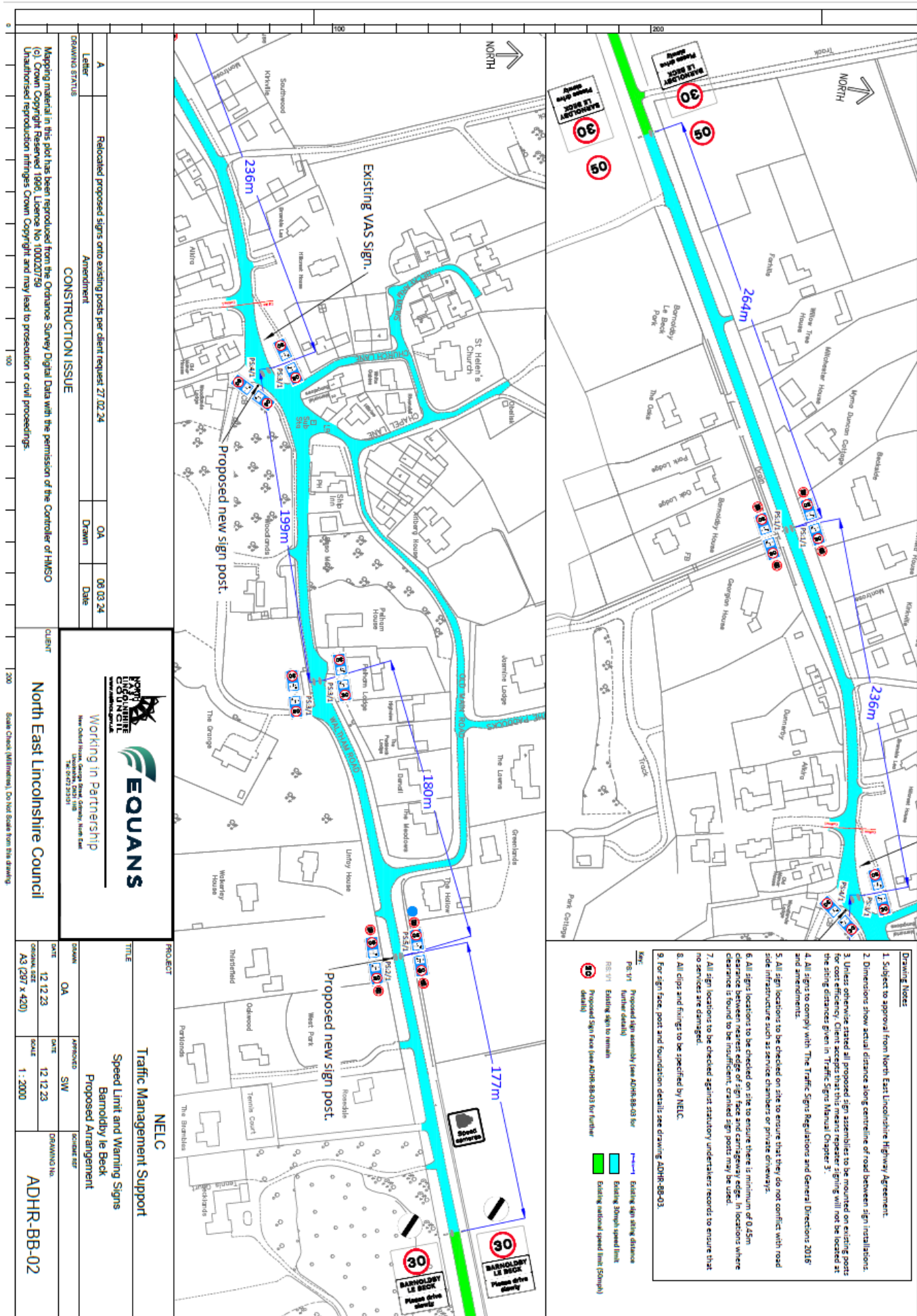
- Paul Evans, Assistant Director - Infrastructure, NELC,
- Adrian Dennington, Head of Highways & Transport, Equans

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT**

Appendix 1 – HD014-25







Proposed sign faces



Sign Reference	Diag. 880
Height	720 mm
Width	420 mm
Area	0.30 m <sup>2</sup>
Material	Class R38-UK
Mount Height	2300
* Area reduced for rounded corners.	

Sign Reference	Diag. 663.4 (Left)
Height	300 mm
Width	300 mm
Area	0.07 m <sup>2</sup>
Material	Class R38-UK
Mount Height	2300

Sign Reference	Diag. 663.4 (Right)
Height	300 mm
Width	300 mm
Area	0.07 m <sup>2</sup>
Material	Class R38-UK
Mount Height	2300

Sign Reference	Diag. 956
Height	300 mm
Width	300 mm
Area	0.07 m <sup>2</sup>
Material	Class R38-UK
Mount Height	2300

16 no. required

8 no. required

8 no. required

1 no. required

- Drawing Notes**
- Subject to approval from North East Lincolnshire Highway Agreement.
  - Dimensions show actual distance along centreline of road between sign installations.
  - All signs to comply with 'The Traffic Signs Regulations and General Directions 2016' and amendments.
  - All sign locations to be checked on site to ensure that they do not conflict with road side infrastructure such as service chambers or private driveways.
  - All sign locations to be checked on site to ensure there is minimum of 0.45m clearance between nearest edge of sign face and carriageway edge. In locations where clearance is found to be insufficient, cranked sign posts may be used.
  - All sign locations to be checked against statutory undertakers records to ensure that no services are damaged.
  - All clips and fixings to be specified by NELC.
  - For sign face, post and foundation details see drawing ADHR-88-03.

Proposed sign assemblies

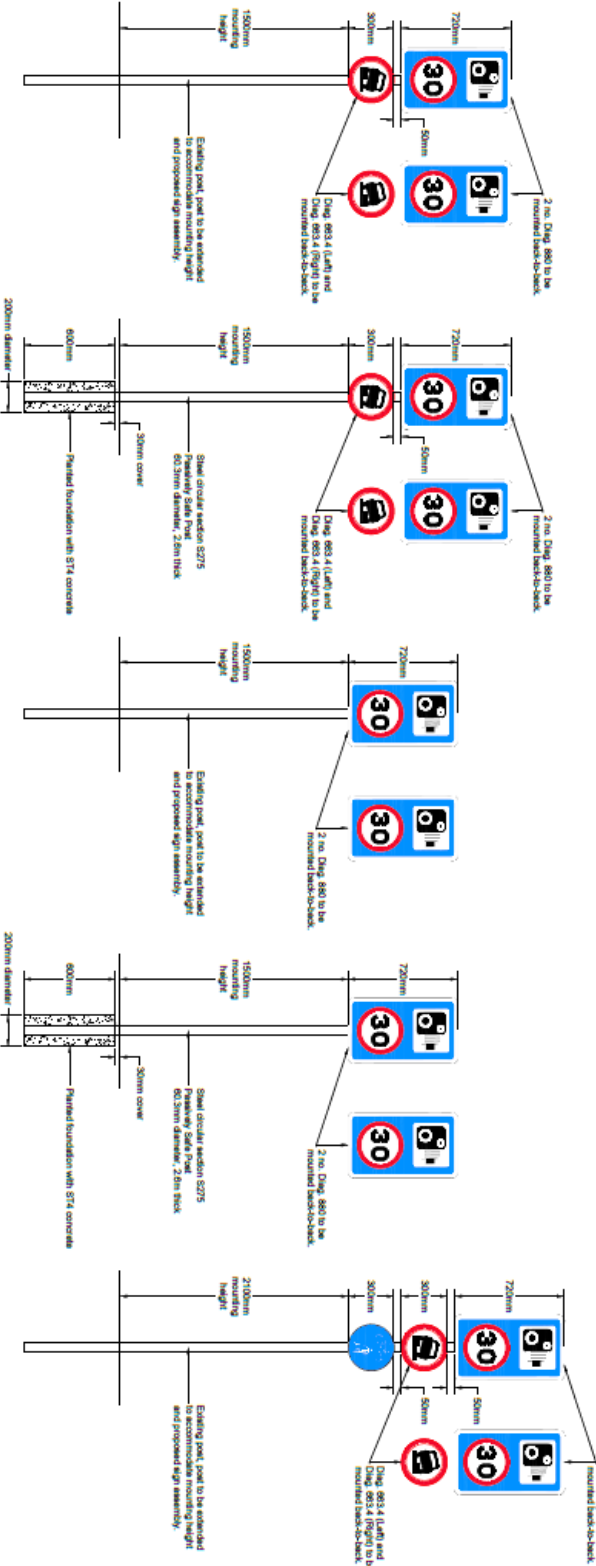
PS-1/1 on existing post

PS-2/1 on new post

PS-3/1 on existing post

PS-4/1 on new post

PS-5/1 on existing post



Existing sign assemblies to be taken down for reuse or recycling



RS:3/1

RS:4/1



RS:5/1



RS:5/1 includes removal of existing sign face and foundation for re-use.

Letter		Relocated proposed signs onto existing posts per client request 27.02.24	OA	06.03.24
Amendment			Drawn	Date
DRAWING STATUS		CONSTRUCTION ISSUE		

**Working in Partnership**  
New Client Issues, Design, Delivery, Value Data  
See: 06/03/2024

**EQUANS**  
Infrastructure Services

PROJECT		NELC	
TITLE		Traffic Management Support	
DRAWN		Speed Limit and Warning Signs	
DATE		Barnoldby le Beck	
APPROVED		Proposed Sign Assemblies	
DATE			
SCALE			
DRAWING NO.		ADHR-BB-03	

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