

SAFE WELL PROSPEROUS CONNECTED

A1077/B1211 Route Assessment Report – Appendices

April 2021

Appendix 1

Table 1 – Carriageway Hierarchy			
Category	Hierarchy Description	Type of Road General Description	Description
1	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.
2	Strategic Route	Trunk and some Principal 'A' roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
3a	Main Distributor	Major Urban Network and Inter-Primary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
3b	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons
4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.

Appendix 2

Road Safety Triage Survey Services (ScenePro)

ScenePro is a Road Safety Triage Survey service provided to the Police and four Local Authorities within the Humberside Area

ScenePro expertise in road safety, casualty reduction and collision investigation.

They survey and identify issues on the A and B class road network that have the potential to become causal or contributory factors in future road traffic collisions.

To enable this complex and highly detailed audit to be delivered

successfully, ScenePro developed purpose-built survey vehicles, fitted with multiple high-resolution cameras which are linked to an accredited ScenePro CI 200 IMU based datalogging system. These vehicles can record detailed images of the highway and roadside assets combined with synchronous high accuracy data, creating a unique audit record for every 100mm of carriageway surveyed.

During surveying, data is digitally registered, and any observations are recorded.

ScenePro then produce comprehensive written reports. Multi format outputs are uploaded to Local Authority computers enabling highways engineers to review reports, data and images and when appropriate, remedial works can be factored into existing road maintenance schedules.

Project lead and ENGIE Traffic Team Manager Debbie Swatman commented: *“The Road Safety Triage Survey project has served to enhance existing road maintenance strategies. This pioneering project has enabled highways engineers to rapidly triage potential road safety issues without leaving their office and to better target our resources, saving money and adding value to our operations. Overall, there has been a marked improvement in the safety of the regions roads network”.*

The reports below are from the most recent surveys undertaken A1077 (20/08/2019) & B1211 (04/09/2018).

As can be seen, Observations are ranked by a Risk Severity Factor.

Factor 1 (Green) is the least severe, not considered high priority defects but nonetheless worth bringing to our attention.

Factor 2 (Amber) are observations which should be programmed for maintenance.

Factor 3 (Red) are observations carrying the greatest risk, requiring urgent attention.

A1077 Ulceby to Scunthorpe (20/08/2019)



ROAD SAFETY TRIAGE SURVEY: A1077 Ulceby to Scunthorpe 2019 (42.35 Km)

N°	Video Frame N°	Location (SF 2+3 only)		Observation	Pot Hole Specific	Length (Approx.)			ScenePro Risk Severity Factor	Comments & Observations	Reviewed By Local Authority	Action Advised Date
		Longitude	Latitude			1	2	3				
1	4031	-0.3016	53.6189	RM				x	x	Double White Line system completely worn away for a distance of 750m		
2	5101	-0.3092	53.6188	AS		x			x	Chevron Board completely consumed by hedge		
3	11643	-0.3450	53.6281	AS		x			x	Sign consumed by trees on approach		
4	26324	-0.4050	53.6819	AS		x			x	Double Bend sign completely faded away		
5	27687	-0.4193	53.6819	PH	3	x			x	In cycle path		
6	35345	-0.4689	53.6784	EO		x			x			
7	39192	-0.5048	53.6762	RM			x		x	Double White Line system faded away		
8	46708	-0.5646	53.6793	EO		x			x			
9	50474	-0.5946	53.6721	EO			x		x			
10	51811	-0.6068	53.6722	EE/EO		x			x			
11	56445	-0.6125	53.6484	EO		x			x			
12	60248	-0.6206	53.6324	EO		x			x	Not well defined on the video		
13	76339	-0.6959	53.5943	OT				x	x	** This stretch of road leading up to the roundabout has significant undulations in both directions which it is felt are worthy of warning signs**		
14									x	Summary of Level 1 Observations Rural Link DE, CR, SC, RM Ulceby CR, DE, RM, AS, SD Rural Link None Wootton SC, AS, DE Rural Link DE, SC, SS, EE Thornton Curtis SC, IR Rural Link None Barrow upon Humber AS, RM		

Observation Key:

AS = Asset
FR = Failing Repair
RM = Road MarkingsCR = Cracking
GW = Give Way
RU = RuttingDE = Depression
HG = High Grip
SC = ScarringEC = Edge Cracking
IR = Ironwork
SD = Surface DressingEE = Edge Erosion
MU = Multiple
SS = Surface SlippageEO = Edge Overrun
OT = Other
TR = TrenchUP = Upheaval
PO = Polishing

Pot Hole Specific: PH = Pot Holes

1 = < 40mm Depth & < 300mm Diameter
2 = < 40mm Depth & > 300mm Diameter3 = > 40mm Depth & < 300mm Diameter
4 = > 40mm Depth & > 300mm Diameter

Length (Est.):

1 = Localised

2 = > 20m

3 = > 100m

©2018

For the purposes of interrogating this report, Ulceby village lies between the railway crossing (approx frame 4000) and Wootton village (approx frame 12000).

By reviewing video images that accompany the report, we can reference location of observations. Eg, Line 1, frame 4031 refers to issues with a double white line close to Ulceby railway crossing. See images below.

This observation was given the highest severity risk factor of 3. It should also be noted that this section of carriageway has since been subject to a resurfacing scheme.



A1077 Scunthorpe to Ulceby (20/08/2019)

For the purposes of interrogating this report, Ulceby lies between Wootton (approx frame 63000) and Ulceby railway crossing (approx frame 72000).

**ROAD SAFETY TRIAGE SURVEY: A1077 Scunthorpe to Ulceby 2019 (42.6 Km)**

N°	Video Frame N°	Location (SF 2+3 only)		Observation	Pot Hole Specific	Length (Approx.)			ScenePro Risk Severity Factor	Comments & Observations	Reviewed By Local Authority	Action Advised Date
		Longitude	Latitude			1	2	3				
1	6565	-0.6644	53.6059	IR		x			x	Lid collapsed		
2	13405	-0.6274	53.6172	EO		x			x			
3	14733	-0.6230	53.6250	EO			x		x			
4	24584	-0.5965	53.6722	EE/EO			x		x			
5	24848	-0.5943	53.6721	EE/EO			x		x			
6	31876	-0.5317	53.6776	PH	1	x			x			
7	34871	-0.5099	53.6769	DE/PH	1	x			x	Marked up for repair		
8	37501	-0.4902	53.6766	EE/EO		x			x			
9	41411	-0.4532	53.6821	IR		x			x	In middle of roundabout on edge of island		
10	42959	-0.4448	53.6847	FR		x			x			
11	46579	-0.4250	53.6817	SC		x			x			
12	48927	-0.4015	53.6815	EE		x			x			
13	57890	-0.3594	53.6488	IR				x	x	Several drain lids missing and have cones placed into them to identify them over a distance of 300m		
14	60344	-0.3526	53.6387	IR/FR		x			x	Exposed edge in cycle path		
15	63870	-0.3430	53.6253	PH	1	x			x			
16	65206	-0.3386	53.6181	AS		x			x	Give Way sign and Speed Limit sign consumed by foliage		
17	70829	-0.3049	53.6193	AS		x			x	Repeater sign consumed by hedge		
18	71745	-0.2996	53.6193	SC		x			x			
19									x	Summary of Level 1 Observations		
										Rural Link PO, HG, CR, DE, IR, FR, SS		

Observation Key: AS = Asset CR = Cracking DE = Depression EC = Edge Cracking EE = Edge Erosion EO = Edge Overrun UP = Upheaval
 FR = Falling Repair GW = Give Way HG = High Grip IR = Ironwork MU = Multiple OT = Other PO = Polishing
 RM = Road Markings RU = Rutting SC = Scarring SD = Surface Dressing SS = Surface Slippage TR = Trench

Pot Hole Specific: PH = Pot Holes 1 = < 40mm Depth & < 300mm Diameter 3 = > 40mm Depth & < 300mm Diameter
 2 = < 40mm Depth & > 300mm Diameter 4 = > 40mm Depth & > 300mm Diameter

Length (Est.): 1 = Localised 2 = > 20m 3 = > 100m

©2018

B1211 County Boundary to Melton Ross

For the purposes of interrogating this report, Ulceby village lies between the Railway Bridge (frame 2440) and the C119 Wootton turn (frame 10862)

**ROAD SAFETY TRIAGE SURVEY: B1211 County Boundary to Melton Ross 2018 (8.51 Km)**

N°	Video Frame N°	Location (SF 3+4 only)		Observation	Pot Hole Specific	Length (Approx.)				ScenePro Risk Severity Factor	Comments & Observations	Reviewed By Local Authority	Action Advised Date
		Longitude	Latitude			1	2	3	4				
1	5256	-0.3244	53.6163	RM						X	Double white lines worn away		
2	8769			SS			X			X	Marked by Local Authority for repair		
3	9395	-0.3466	53.6149	SS			X			X			
4	10089			EE		X				X	At farm entrance		
5	11369			PH	1								
6	11838			SS/DE			X			X			
7	13930			CR/SD/SC/PH			X			X	Through full extent of Croxton village		
8	15384			CR/SC/EE			X			X	Marked by Local Authority for repair		
9	16399			CR		X				X			
10	16842	-0.3621	53.5893	EE		X				X	Beginning to creep into carriageway		
11											Summary of Level 1 Observations RM,SS,SC,FR,CR,SD. Last 400m approaching Melton Ross in being currently resurfaced.		

Observation Key: AS = Asset CR = Cracking DE = Depression EC = Edge Cracking EE = Edge Erosion EO = Edge Overrun
FR = Failing Repair HG = High Grip IR = Ironwork MU = Multiple OT = Other PO = Polished Surface
RM = Road Markings RU = Rutting SC = Scarring SD = Surface Dressing SS = Surface Slippage TR = Trench UP = Upheaval

Pot Hole Specific: PH = Pot Holes 1 = < 40mm Depth & < 300mm Diameter 3 = > 40mm Depth & < 300mm Diameter
2 = < 40mm Depth & > 300mm Diameter 4 = > 40mm Depth & > 300mm Diameter

Length (Est.): 1 = Localised 2 = > 50m 3 = > 100m 4 = Repeatedly Evident ©2018

B1211 Melton Ross to County Boundary

For the purposes of interrogating this report, Ulceby village lies between the C119 Wootton turn (frame 6759) and the Railway Bridge (frame 15124)

**ROAD SAFETY TRIAGE SURVEY: B1211 Melton Ross to County Boundary 2018 (8.51 Km)**

N°	Video Frame N°	Location (SF 3+4 only)		Observation	Pot Hole Specific	Length (Approx.)				ScenePro Risk Severity Factor	Comments & Observations	Reviewed By Local Authority	Action Advised Date
		Longitude	Latitude			1	2	3	4				
1	1706			EC		X				X	In farm entrance		
2	6375			SS		X				X			
3	8036			AS						X	Broken roadside marker post in nearside		
4	10004	-0.3344	53.6182	RM						X	Double white line system worn away		
5										X	Summary of Level 1 Observations DE,SD,SC,EE,CR,EC,IR		

Observation Key:

AS = Asset	CR = Cracking	DE = Depression	EC = Edge Cracking	EE = Edge Erosion	EO = Edge Overrun
FR = Failing Repair	HG = High Grip	IR = Ironwork	MU = Multiple	OT = Other	PO = Polished Surface
RM = Road Markings	RU = Rutting	SC = Scarring	SD = Surface Dressing	SS = Surface Slippage	TR = Trench
					UP = Upheaval

Pot Hole Specific:

PH = Pot Holes	1 = < 40mm Depth & < 300mm Diameter	3 = > 40mm Depth & < 300mm Diameter
	2 = < 40mm Depth & > 300mm Diameter	4 = > 40mm Depth & > 300mm Diameter

Length (Est.):

1 = Localised	2 = > 50m	3 = > 100m	4 = Repeatedly Evident
---------------	-----------	------------	------------------------

©2018

Appendix 3

A1077

Location	Road Width
Outside Emerson on solid line	7.33m
Flashing School Sign	7.35m
Bend near chevron / white house	8.04m
Narrow near BT Cover	6.40m
Narrow MH in road	6.45m
Pillar at end of layby	6.77m
Co-op loading bay sign on street light	8.14m
End cottage	7.29m
6 High Street	7.35m
sl o/s chapel	7.75m
o/s old shop	7.96m
o/s no 13	6.71m
Sl7 bend warning sign Marraldomeda	6.45m
o/s no5/6	5.85m
o/s 1/2	5.83m
Ulceby lodge start of beanies	6.34m
Earl Close access	7.44m
before Advent Court	6.30m
between Owletts & no 2	6.75m
between Oaklea & no 8	6.75m
between 17 & 18	6.70m
between 5 * 6	6.74m
o/s Cedar House	6.74m
o/s Airdale Cottage	6.80m
o/s Gower Lodge	6.75m
o/s Rosedale	6.79m
solid line start	6.78m
chevron on bend	6.78m
Hallgarth entrance	6.89m
lc 27	6.90m
o/s hillside	6.90m
narrow sign	7.35m
new surface	7.8m
lc along conifers	6.54m
on beck	6.60m
100yds post at railway crossing	7.35m

B1211

Location	Road width
O/S Creg ny bar cottage	7.43m
O/S Archemy	6.31m
O/S Yarborough Court on bend / gable	7.34m
East of Hallcroft Junction	8.55m
West of Hallcroft Junction	7.34m
O/S Grassmere	5.77m
O/S No. 6	6.09m
End of straight near bends	6.72m
O/S Wayside	6.32m
Before Mount Royale	6.33m
O/S Newmarket House (Verge damage by tractor)	6.17m
O/S Saddlers Cottage	6.10m
O/S The Hollies	6.13m
O/S Longlands	5.90m
O/S Glenroy	6.13m
O/S Chapel	6.45m
Near Tactile	7.85m
Model Falmlac Entrance	6.44m
O/S Panhouse Gate	6.30m
O/S Southam Barn	6.10m
50mph sign	6.15m

Appendix 4

High Street Ulceby inspection history.pdf - Adobe Acrobat Pro 2017

File Edit View Window Help

Home Tools High Street Ulceby ... x Sign In

Effective: 20/04/2016 to 20/04/2021 Display Action Officer: Yes

Street: HIGH STREET (46100722) Locality: ULCEBY, NORTH LINCOLNSHIRE Area: Ulceby Parish

Condition Survey

Defect No:	Description	Log Date	Location	Defect Type	Class.	Organisation	Status	Job No.
Asset:	1.50 Asset - Locn.:			Feature Type: Whole Street			Area: Ulceby Parish	
Batch:	125098 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	12/04/2021
	No actionable defects found							
Batch:	123700 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	09/03/2021
	No actionable defects found							
Batch:	122322 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	05/02/2021
	No actionable defects found							
Batch:	121148 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	13/01/2021
	No actionable defects found							
Batch:	120067 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	09/12/2020
	No actionable defects found							
Batch:	119055 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	09/11/2020
	No actionable defects found							
Batch:	118308 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	14/10/2020
	No actionable defects found							
Batch:	116977 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	14/09/2020
	No actionable defects found							
Batch:	116041 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	12/08/2020
	No actionable defects found							
Batch:	115028 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	13/07/2020
	No actionable defects found							
Batch:	114051 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Sheena Alexander	Date:	17/06/2020
	No actionable defects found							
Batch:	112872 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Glenn Parkinson	Date:	14/05/2020
	No actionable defects found							
Batch:	112521 - Inspection Batch			Route: Monthly A1077 Full Length	Officer:	Glenn Parkinson	Date:	08/04/2020
	No actionable defects found							

11.69 x 8.27 in

Brodlesby Road Ulceby inspection history.pdf - Adobe Acrobat Pro 2017

File Edit View Window Help

Home Tools Brodlesby Road Ulce... x Sign In

27/04/2021 Street History Report Page 1 of 3

Effective: 01/01/2018 to 27/04/2021 Display Action Officer: Yes

Street: BRODLESBY ROAD (46100182) Locality: ULCEBY, NORTH LINCOLNSHIRE Area: Ulceby Parish

Condition Survey

Defect No:	Description	Log Date	Location	Defect Type	Class.	Organisation	Status	Job No.
Asset:	1.50 Asset - Locn.:			Feature Type: Whole Street			Area: Ulceby Parish	
Batch:	124479 - Inspection Batch			Route: Monthly Ferry	Officer:	Chris Arrand	Date:	29/03/2021
	No actionable defects found							
Batch:	122991 - Inspection Batch			Route: Monthly Ferry	Officer:	Chris Arrand	Date:	23/02/2021
	No actionable defects found							
Batch:	121394 - Inspection Batch			Route: Monthly Ferry	Officer:	Chris Arrand	Date:	18/01/2021
	No actionable defects found							
Batch:	119993 - Inspection Batch			Route: Monthly Ferry	Officer:	Chris Arrand	Date:	08/12/2020
	No actionable defects found							
Batch:	119300 - Inspection Batch			Route: Adhoc	Officer:	Glenn Parkinson	Date:	13/11/2020
	No actionable defects found							
105578	Footway damage vehicles leaving field entrance to repair approx 2 metres	13/11/2020	50 yards past the 30 mile sign towards brocklesby	F'way Cracks/Gaps>40mm	Internal		Uncommitted	1027585
Batch:	119138 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	10/11/2020
	No actionable defects found							
Batch:	118056 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	12/10/2020
	No actionable defects found							
Batch:	117151 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	16/09/2020
	No actionable defects found							
Batch:	115950 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	12/08/2020
	No actionable defects found							
Batch:	114845 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	07/07/2020
	No actionable defects found							
Batch:	113656 - Inspection Batch			Route: Monthly Ferry	Officer:	Glenn Parkinson	Date:	11/06/2020
	No actionable defects found							

11.69 x 8.27 in

Appendix 5

Road casualties – see separate document.

Appendix 6

HGV road casualties – see separate document.

Appendix 7

Seven day average traffic flows – see separate document.