

SAFE WELL PROSPEROUS CONNECTED

# **A1077/B1211 Ulceby Route Assessment Report**

**April 2021**

## **A1077, Ulceby Route Assessment**

### **Introduction**

At a meeting held on 10 March 2021 involving members of the Ulceby Road Safety Group (URSG), Officers of Humberside Police, Highways England, North Lincolnshire Council Ferry Ward Councillor and Deputy Leader Richard Hannigan and senior North Lincolnshire Council officers it was agreed highway officers would carry out a “route assessment” of the A1077 & B1211 through the village of Ulceby.

This assessment has featured inspections of the highway and included assessment of road surface, road widths and signing / lining. Findings are detailed within the report below.

The A1077 has been assessed between the junction with the A1077/B1211 (west) and the railway level crossing at Ulceby Skitter for its suitability for use by heavy goods vehicles as well as considering other aspects of the highway network. Part of the B1211, traveling south from the Spruce Lane/High Street Junction of the A1077, has also been assessed.

The report is divided into sections including issues raised by URSG with appendices attached with further information.

### **Strategic**

The Council’s Local Transport Plan (LTP) sets out how strategic transport improvements will be delivered in the local area between 2011 and 2026, however the council will be updating this over the next year. The new LTP, which will be incorporated within a new Integrated Transport Strategy (ITS), will be available on the council website when it has been approved.

The new Integrated Transport Strategy for North Lincolnshire will encompass all modes of transport and shape transport improvements across North Lincolnshire over the coming years.

Part of the development for the ITS will look at all HGV routes throughout North Lincolnshire. We have commissioned a consultant to produce a strategy and will be inviting stakeholders to contribute with their views. URSG and the Parish Council will be able to express their views regarding HGV’s as part of the strategy production and have been invited to a meeting to discuss this aspect. The strategy is a live document that will be worked on throughout the next few months to come.

The priorities in the Council’s Plan for 2018-21 are enabling economic growth and renewal, enabling resilient and flourishing communities and keeping people safe and well.

### **The asset**

The strategic road network (SRN) that runs through North Lincolnshire (M180, M181, A180 & A160) is the responsibility of Highways England and this network is managed on their behalf by A One+.

The **A1077** is a major 'Single 2-way principal road running between the M181 at Scunthorpe and the A160 South Killingholme. It provides large-scale transport links between the M181, A15 interchange at Barton and A160/A180 South Killingholme. It is considered an important link between the towns and villages within North Lincolnshire. The section between the A160 and Barton also provides a link between the primary destinations of the Humber Bridge and Immingham. This section through Ulceby carries approximately 2500 vehicles a day.

Considering the guidance in The Department of Transport, The Well Managed Highway Infrastructure – Code of Practice, the A1077 is categorised as being a hierarchy '3A' Main Distributor carriageway ie, Route 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.

The **B1211** is a classified 'Single 2-way' B road that connects villages such as Croxton, Ulceby, Brocklesby and Keelby. It generally feeds traffic onto the A18 at Singleton Birch (Melton Ross) and also the A18 at Keelby.

Categorised as being a hierarchy '3B' carriageway, this route is described as a 'Secondary Distributor' route, ie, a route carrying bus, HGV and local traffic with frontage access and frequent junctions. A route which also provides access roads to A&E hospitals, large industrial areas, waste disposal and household waste sites. In urban areas, these roads have 30mph speed limits with some crossing facilities. On-street parking is generally unrestricted, except for safety reasons. The carriageway hierarchy is in **appendix 1**.

North Lincolnshire Council has developed a robust scheme prioritisation programme for the maintenance of its highways and footways asset as part of their asset management plan. Various factors are considered in developing the schemes we undertake. Part of that process is the history of inspections of the route as per our code of practice for highway management, condition data, road traffic collision, insurance claims as well as other factors.

A survey and assessment of the full carriageway width was undertaken in 2017 by ScenePro. ScenePro is an independent company that provides forensic collision investigation, highway asset calibration and highway safety surveys. This was part of a multi-year joint commission by North Lincolnshire and North East Lincolnshire Councils to carry out safety surveys on roads in the two areas. The results can be seen in **appendix 2**.

Officers also carried out a visual inspection, and videoed the route, on 26 March along with taking the physical measurement of the carriageway at several points along the road. The video was then reviewed by officers and any issues noted, these included a review of existing surface condition, lining and signing.

A key point raised by URSG was concerns about the widths of the carriageway along the A1077 and its suitability to accommodate goods vehicles, in particular at highlighted "pinch points".

The width of the carriageway was measured at 36 locations along the A1077 road including those areas identified as pinch points by URSG. The widest point of the road is near the Co-op loading bay where the carriageway is 8.14m wide whilst the narrowest point recorded was 5.83m outside numbers 1 and 2 Spruce Lane.

Carriageway widths were also measured at 21 locations on the B1211, Brocklesby Road. The widest point is 8.55m east of the Hallcroft junction and the narrowest 5.77m outside Grassmere.

See **appendix 3** for all measurements taken.

As a reference the standard width of a new build estate road is 5.5m and is 7.3m for an industrial estate road. Existing roads, however, will vary substantially from this due to their creation and development, sometimes over many centuries.

### **Controls - Maintenance regime**

As the highway authority we have a number of statutory duties, these include:

- to maintain the defined highway maintainable at public expense.
- under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
- to secure expeditious movement of traffic.
- To assess the impact of any new features from new developments entering the existing highway.

Section 41 of the Highways Act 1980 places a duty on the Highways Authority to maintain its highways. Section 58 provides a defence against third party claims, which relies on regular safety inspections of adopted highways.

North Lincolnshire Council operate to the “Code of Practice for Carrying Out Highways Inspections in North Lincolnshire”. This document was developed along with several other local highway authorities in the area, our insurance companies and solicitors specialising in highway claims and sets the standard for highway safety inspections on publicly maintainable roads that are this council’s responsibility. The advice and examples within the code of practice provide an adequate standard, however highways inspectors are expected to apply common sense and practicability as it is impossible to cover every eventuality.

This code of practice seeks to ensure that all personnel involved in carrying out inspections:

- Can undertake the duties on a consistent basis to clear and well understood criteria.
- Know why inspections are carried out.
- Are competent to carry out the inspections.
- Are appropriately trained.

- Understand the processes involved and suitable repair techniques.
- Can carry out and properly record the processes.
- Are provided with and can use relevant equipment.

In addition, the council follow the 'Well-managed Highway Infrastructure' Code of Practice for Highway Maintenance (October, 2016) which has specific recommendations regarding inspections of all Local Highway Authority assets. This document specifically relates to the procedures for carrying out safety inspections on the highway relating to footways and carriageways.

These codes of practice provide a risk-based approach (RBA) to the highway inspections and highway maintenance regime in that they set standards for condition of the highway that are based on the safety of road users and require intervention if it falls below these levels.

An example of the historical highway inspection records for the A1077 and B1211 are in **appendix 4**.

The last inspection on the A1077 was undertaken on 12 April 2021 (in addition to standard inspections which are undertaken every month on the A1077) following the RBA "Code of Practice for Carrying Out Highways Inspections in North Lincolnshire.

Last inspection on the B1211 was undertaken on 29 March 2021.

Any defects identified are logged on the inspection data.

### **Road casualties**

NLC regularly review all road casualty data for North Lincolnshire, using both route assessments and cluster site analysis to identify accidents within the authority and treat problem sites accordingly.

We have analysed the road casualty data for the past five years for Ulceby, see **appendix 5**, and have also done a search for those incidents involving HGVs in the last 5 years over a wider area. These results are shown in **appendix 6**. In the last five years there have been 16 injury collisions within the assessment area; four of these were serious injuries and 12 were slight injuries. There have been two reported incidents involving HGVs through the village of Ulceby during the previous 5 years. Casualty statistics are supplied by Humberside Police from Stats 19 report forms.

The village does not have any accident clusters (4 casualties in the previous 5 years).

### Traffic flow

NLC regularly monitor vehicle speeds as part of the speed management strategy. This data is collected via monitoring loops in partnership with Safer Roads Humber and includes information on vehicle flows.

#### A1077 – September 2020 (30mph)

	HGV flow (seven day av.)	Total traffic flow (seven day av.)	Average speed (mph)	85 <sup>th</sup> percentile speed (mph)
Eastbound	72	1099	36.1	41.6
Westbound	74	1134	35.7	42.6
Total	147	2233	35.9	42.1

#### B1211 – April 2015 (30mph)

	HGV flow (seven day av.)	Total traffic flow (seven day av.)	Average speed (mph)	85 <sup>th</sup> percentile (mph)
Northbound	14	582	33.3	39.4
Southbound	15	620	31.9	36.8
Total	28	1203	32.8	38.4

The plan in **appendix 7** shows the seven-day average HGV traffic flow data from a number of sites on the A1077 and other roads in the area up to 2018.

### Signing and lining

All road signs and markings conform in design and size to the Traffic Signs Manual, Chapters 4 and 5 (2018).

The Traffic Signs Manual offers advice on the use of traffic signs and road markings on the network. Mandatory requirements are set out in the Traffic Signs Regulations and General Directions (TSRGD) 2016 (amended).

After a recent route assessment carried out by officers, road signing has been updated to appropriate reflective standards. Minor amendments are planned including relocating a small number of signs to make them more prominent to drivers.

When looking specifically at “Halmsteads Corner” as raised by URSG the review centred upon road widths (Appendix 2) as well as Chapters 4 & 5 of the Traffic Signs Manual, key points are shown below regarding existing measures and potential improvements.

Halmsteads Corner is a deviation of route and warning signs (as on site) may be used to give advance warning of a bend which a driver might find difficult to negotiate without slowing down. This is implemented on a subjective assessment (such as the one completed) when deciding whether or not to use the sign. Bend signs should be used sparingly and only to indicate a bend hazard and with this and any other sign, overuse of the sign could compromise its contribution to road safety and add to sign clutter.

These signs can be supplemented with edge markings as detailed within Chapter 5 and are currently in place on the A1077.

After reviewing the signs and the points raised about HGV's negotiating the bends, officers considered adding an "Oncoming vehicles in middle of road" subplate to the warning signs. These can be used where a physical restriction requires large vehicles to be driven in the middle of the road over a short distance, but it is noted that where double white lines are used, they should be interrupted so that vehicles are not forced to cross them.

Feedback suggests the centre lines are not crossed but in exceptional circumstances the verge is mounted therefore a "Reduce Speed Now" subplate to accompany the warning signs is more appropriate.

Road narrow signs are in place near the guest house and in Ulceby Skitter but not in place around Halmsteads Corner. The signs should be used where a reduction in width on a single carriageway road presents a hazard although signs are not normally needed if the narrowing does not result in a loss of lane on a single carriageway road, however after assessment and listening to the views of URSG the signs are in place.

In other areas where it was felt overhanging trees narrowed the available road width. As a result of a housing development these have been removed, which benefits the road users. Adjacent Telecom service covers have also been repaired.

Road markings along the A1077 were refreshed as agreed in previous discussion with the URSG and the assessment noted that edge lines are in place to delineate the edge of carriageway which is not a requirement when kerbs are in place but they are known to have merit as a road safety measure, therefore they will be retained and maintained to enhance the infrastructure. As the carriageway is over 5.5metres the centre line will also be retained.

Double white lines as used on the A1077 in Ulceby Skitter, on the B1211 near Coronation Road and at Halmsteads Corner are appropriate as they are used to prohibit drivers from encroaching on that area of carriageway used by opposing traffic as overtaking visibility is restricted.

Having regard to road width required by buses and goods vehicles, particularly on bends such as Halmsteads Corners, double white lines should not be used where the carriageway is less than 6.1metres. As the road is above this width a double white lines system is appropriate.

A "Slow" marking has been placed on the carriageway in advance of Earls Court as requested by the URSG although only in one direction of travel so another will be added for consistency.

In such locations the marking may be used alone although it is appreciated that they are most effective when they complement a warning sign so that drivers are told why they need to slow down. This is not appropriate here as Earls Court is a private drive rather than a road junction. Officers have used their discretion when

implementing the marking to ensure that its impact is not reduced through proliferation.

### **Driver behaviour**

There is an assumption that road users will drive according to the prevailing conditions of the road.

The police have provided the following view as regards vehicles driving on the footpath or verge:

*Providing the road design allows enough sweep for vehicles to safely pass, there should not be a need for vehicles to be driven off the road. On occasion where two heavy goods vehicles, for example, happen to be passing through an alleged pinch point at the same moment in opposite directions there could be a situation where drivers take to the footways or verges in order to avoid a collision.*

*If two drivers found themselves in this situation and took to the footway in a slow, controlled, planned and safe manner to avoid a collision (crawling speed), in terms of driving without due care and attention it would not meet the evidential threshold for prosecution as we have to prove beyond all reasonable doubt that the standard of driving fell below that of a careful and competent driver.*

*In terms of other specific offences; according to S72 of the Highways Act 1835, it is an offence to drive / ride a motor vehicle on a footpath / causeway beside a road - outside Greater London, and a more recent similar offence under S34 of the Road Traffic Act 1988 of driving a motor vehicle on a footpath / bridle way.*

*These are classified as minor road traffic offences and can attract a small fine (non-endorsable) under the fixed penalty system. Expectations should be tempered in terms of any enforcement of these offences as proportionality would prevail under the circumstances outlined.*

As North Lincolnshire Council is not responsible for enforcement any further queries relating to enforcement should be directed to the appropriate authority.

There are currently three sites in Ulceby that are eligible for speed enforcement under the North Lincolnshire Speed Management Strategy using the safety camera vans operated by Safer Roads Humber. These are:

- Station Road (19 in speed management priority list)
- Killingholme Road (41) – not currently enforced due to change in speed limit and further data required.
- West End Road (59)

These sites also receive a speed indicator device to reinforce the speed limit. Station Road is currently at number 19 in our Speed Management Strategy and is the part of the A1077 where the speed limit was reduced to 30mph after requests from the URSG. The data suggests the limit may be inappropriate. If the speed limit was to be returned to a 40mph, an “entry treatment” could be implemented along with measures including flashing speed signs which is likely



to improve compliance in the built-up area of the village. Officers would welcome the views of the group regarding this point.

It is noted that additional enforcement along the A1077 in Ulceby is being carried out by the local policing team. The local community are participating in the Community Speedwatch initiative which will also benefit the village.

**Other items of note:**

Overhanging trees along this route were assessed and cut back where necessary. As this route is on a monthly inspection any further issues of this nature which are deemed to be a safety issue will be dealt with through the property owner.

Manhole covers on this road are assessed monthly as per the code of practice for highway inspections, any which are found defective will have a section 81 notice served on the apparatus owner for repair. Any which are deemed dangerous are made safe before serving the notice.

Any apparatus which is in council ownership and deemed defective has a job raised at the appropriate level of priority as set out in the code of practice.

Officers will re-engage with the owners of the Truck Stop to look at potential signing within the facility to highlight issues raised by the URSG.

Resurfacing of the A1077 near the railway crossing took place during week commencing 26 April 2021.

Streetwise were appointed to undertake a camera survey of the Front Street / High Street junction and the data was collected on Thursday 22nd and Friday 23rd April. The consultant is now looking at a design of a new crossing in the most appropriate location using the count data and site layout etc. Updates on this will follow.

**Conclusion**

Based on the asset and hierarchy, the infrastructure of the carriageway and the inspections and maintenance regime the A1077 through Ulceby is deemed to be a suitable standard for the vehicles that it is currently serving. Road signs and markings are correct and appropriately positioned. Whilst the road width varies it does not create a situation where HGVs cannot pass each other when being driven with care and attention to the ongoing situation on the road. It is the responsibility of every driver to drive according to the prevailing road conditions.

Officers will continue to undertake periodic inspections as set out in our guidance documents.