

Greengate Lane

I now forward the monitoring results for Greengate Lane at South Killingholme, a 30mph speed limit road, as promised.

The monitoring was carried out by the use of an electronic traffic monitoring device over a full seven-day period, between 6th - 12th December 2017, attached to the lighting column outside number 56, near to Lancaster Drive.

On average 1,098 vehicles per day were recorded using the road, travelling at an average speed of 22.7mph and with an 85th percentile speed (a more representative measure of speed than a simple average), of 28.0mph.

Of those 1,098 vehicles, 593 were travelling northbound into South Killingholme, travelling at an average speed of 23.0mph, and with an 85th percentile speed of 28.2mph.

The remaining 505 vehicles were travelling in the opposite direction out of South Killingholme, travelling at an average speed of 22.4mph, and with an 85th percentile speed of 27.3mph.

2.1%, being on average 23 vehicles per day exceeded 35mph (the minimum speed at which the Police prosecute at on a 30mph speed limit road, under guidance set by the National Police Chiefs Council (NPCC)).

283 vehicles were travelling 25-30mph, 81 were 30-35mph, 18 were 35-40mph, and 2 were 40-45mph.

Over the full 7-day period, 2 vehicles were travelling 45-50mph, 1 was 50-55mph, and 1 was 55-60mph.

Unfortunately, there has been one reported personal injury collision recorded along Greengate Lane within the past three years (2014 – 2016), recorded in 2015.

Greengate Lane unfortunately does not appear in the current North Lincolnshire Speed Management Strategy programme (1st April 2017 - 31st March 2018), as it is such a low speed offending rate, but we will continue to monitor the traffic flows and vehicle speeds.

To update you regarding speed issues, here in North Lincolnshire we have developed the North Lincolnshire Speed Management Strategy, a strategy that deals with all speed related concerns directed to either Humberside Police colleagues or ourselves, a strategy which prioritises all locations on its speed offending rate, on the number of personal injury collisions recorded during the previous three years, on the number of accesses and junctions, and on the number of vulnerable road users such as pedestrians and cyclists etc.

Unfortunately, due to limited resources, both Humberside Police colleagues and ourselves are only able to target the very top locations within the Speed Management Strategy over a yearly programme (1st April – 31st March), with enforcement and a three month period with

a 'flashing' speed sign, and these locations can have up to 4,145 speed offenders per day, and have recorded up to 15 personal injury collisions within the previous three years.

Enforcement for this strategy is carried out by the Safer Roads Humber Safety Camera Partnerships specialised vehicles, using up to date calibrated camera technology.

The very top 7 locations are purely Core Safety Camera locations, enforced regularly by the Safer Roads Humber Safety Camera Partnership vehicles.

Suitable locations between 8-67 also receive enforcement by the Safer Roads Humber Safety Camera Partnership vehicles, along with a three-month period with a 'Flashing' vehicle activated speed sign.

Suitable locations between 68-111 receive a three-month period with a 'Flashing' vehicle activated speed sign, although there will be no enforcement carried out at these locations.

All speed concern locations brought to our attention are usually firstly monitored over a seven-day period by the use of an electronic traffic monitoring device (unless it is evident that there is not an actual speed offending issue, but more an inappropriate speed issue), and unless there has been no environmental changes to the location, or some other cause that increases traffic flows and vehicle speeds, that location would not normally be monitored for at least a further four years, or possibly longer in some cases.

We do appreciate that speed is a very important issue for North Lincolnshire's residents on residential roads, but limited resources do not allow every location within North Lincolnshire to be targeted with enforcement or any other intervention, and we do need to educate motorists that when travelling along such roads, they do respect the residents along with all other road users, and drive at a more appropriate speed.

Equally, there are limitations on the amount of enforcement that can be carried out at the top qualifying locations, and not routinely visiting a speed offending location is not a decision taken lightly by Police colleagues, but it is one that is made out of necessity and availability of trained Officers, and as can be seen, by carrying out intervention at the top locations, this North Lincolnshire Speed Management Strategy is an intelligence led casualty reduction initiative, proven to help to reduce vehicle speeds, which in turn does help to reduce road casualties throughout North Lincolnshire.

Roy Hindmarsh