

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	23 November 2020
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Clive Tritton, Interim Director of Economy, Growth & Environment
SUBJECT	Traffic Regulation Order 19-06: Marklew Avenue - Right Turn Ban
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/20/03

CONTRIBUTION TO OUR AIMS

The introduction of a No Right Turn restriction at this location, will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating and maintaining a safer environment.

EXECUTIVE SUMMARY

It is proposed to introduce a No Right Turn restriction at the junction of Marklew Avenue with Cromwell Road as part of the approved road safety scheme funded by the Local Transport Plan.

RECOMMENDATIONS

It is recommended that:

- a) Subject to a formal consultation and no objections being received, approval is granted to the making of a Traffic Regulation Order, the effect of which is detailed in the Schedule in Appendix 1 and shown indicatively on the plan (HD010-19-301B) in Appendix 2.
- b) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed.

REASONS FOR DECISION

The introduction of a No Right Turn restriction at the junction of Marklew Avenue with Cromwell Road, is proposed in order to reduce the road safety risks associated with this manoeuvre at this busy junction.

1. BACKGROUND AND ISSUES

- 1.1 Following a review of accident data covering this area, a road safety scheme has been developed with measures identified to reduce vehicle conflict and improve traffic flow.

It is proposed to introduce a 'Prohibited Right Turn' restriction affecting all traffic

turning out of Marklew Avenue onto Cromwell Road.

- 1.2 Cromwell Road is a wide single carriageway which splits into two designated lanes on the westbound approach from the Marklew Avenue junction to the roundabout. However, it has been observed that drivers tend to position themselves into 2 lanes much earlier when passing through the signalised crossing due to the available road width, essentially extending the approach lanes. As a result, vehicles waiting to turn right from Marklew Avenue are required to turn across 2 lanes of traffic.
- 1.3 In addition, vehicles waiting to turn right from Marklew Avenue do not have a clear view of the traffic exiting the roundabout onto Cromwell Road, as visibility is impaired by traffic waiting to enter the roundabout.
- 1.4 Right turning vehicles are also having to wait for long periods of time for a suitable gap in the traffic to occur to enable them to exit Marklew Avenue. This can lead to drivers becoming impatient and taking risks to make the turn increasing the likelihood of collisions.
- 1.5 By prohibiting the right turn from Marklew Avenue, this would force drivers to exit left and instead use the roundabout to enter Cromwell Road, reducing conflict and the likelihood of collisions, thereby reducing road safety risk.
- 1.6 Informal consultation has been undertaken with the residents and businesses in the immediate vicinity. 3 responses were received back, none of which objected to the right turn ban.

2. RISKS AND OPPORTUNITIES

- 2.1 Should this proposal not be implemented, the risks are:

During peak traffic periods, right turning vehicles will continue to face the challenges identified above and will have to wait for long periods for suitable gaps in the traffic, increasing the likelihood of impatient drivers taking risks to exit the junction thereby increasing the likelihood of collisions.

- 2.2 Should this proposal be adopted, the opportunities are:

To provide a safer and more amenable method for vehicles to exit Marklew Avenue thereby reducing the likelihood of collisions resulting in a likely reduction to road safety risks at this location.

3. OTHER OPTIONS CONSIDERED

- 3.1 The only other option would be to take no action. This would not be advised given the road safety risks identified.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision.

- 4.2 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

5. FINANCIAL CONSIDERATIONS

- 5.1 The recommendation does not require any capital expenditure. Any standard lining, signing and public notices required are covered through the Council's Regeneration Partnership arrangement with ENGIE.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

- 8.1 As outlined in section 5, there are no financial implications for the Council as a result of this report.

9. LEGAL IMPLICATIONS

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.

The procedure for making TROs 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.

Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

If it is decided to make the TRO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to issues solely within the Yarborough Ward.

12. 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](#)

13. CONTACT OFFICER(S)

Clive Tritton, Interim Director of Economy, Growth & Environment

Mark Nearney, Assistant Director of Housing and Interim Assistant Director of Highways, Transport and Planning, Economy & Growth, 01472 324122

Debbie Swatman, Traffic Team Manager, ENGIE, 01472 324514

COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

SCHEDULE 1

“Prohibited Turns”

FROM	TO	DIRECTION
Marklew Avenue	Cromwell Road	Right

