

## **PORTFOLIO HOLDER – ENVIRONMENT & TRANSPORT**

<b>DATE</b>	12 <sup>th</sup> April 2021
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
<b>RESPONSIBLE OFFICER</b>	Sharon Wroot, Executive Director for Environment, Economy and Resources
<b>SUBJECT</b>	Traffic Regulation Order 19-25: – SHIP: A1173 Speed Limits, Clearway and No Waiting at any Time.
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 04/21/02

### **CONTRIBUTION TO OUR AIMS**

The introduction of appropriate speed limits and a clearway will make significant contributions to the Councils' 'Strong Economy' by creating the appropriate environment to deliver private investment through the provision of high-quality infrastructure. In addition, these measures will create a safer environment for all road users.

### **EXECUTIVE SUMMARY**

It is proposed to introduce a 24-hour clearway and 'No Waiting at any Time' restrictions, and revised speed limits to support the newly constructed Stallingborough Enterprise Zone Highway Infrastructure. The new clearway restriction will also be extended to cover Kiln Lane, Kings Road and Queens Road.

### **RECOMMENDATIONS**

1. It is recommended that subject to formal consultation and no material objections being received:
  - a) Approval is granted to the making of a Traffic Regulation Order to revoke the current 'No Waiting at Any Time' restrictions on Kings Road.
  - b) Approval is granted for the making of a Traffic Regulation Order for the introduction of No Waiting at Any Time restrictions as shown on Drawing 1200-02 to Appendix 1.
  - c) Approval is granted for the making of a Traffic Regulation Order for the introduction of a 24-hour Rural Clearway, as shown on drawing 1200-02 to Appendix 1.
  - d) Approval is granted to the making of a Speed Limit Order to introduce 50mph and 40mph speed limits on the A1173 and Kiln Lane between Stallingborough Interchange North Moss Lane as shown on drawing 19-25-01 to Appendix 2.

In the event that there are unresolved objections, these are referred to the Portfolio Holder for determination and decision as to whether the Traffic Regulation Orders be confirmed.

## **REASONS FOR DECISION**

The clearway and speed limit orders are required to ensure the efficient and safe movement of traffic along these heavily used routes, and to support the newly constructed highway infrastructure. The No Waiting at Any Time restrictions are required to ensure unobstructed access to the Stallingborough Interchange Employment Site.

### **1. BACKGROUND AND ISSUES**

- 1.1 In 2015, The Council approved the introduction of South Humber Industrial Investment Programme (SHIIP) which seeks to facilitate large scale economic growth within the Borough.
- 1.2 One objective of SHIIP is to increase and improve infrastructure, including the construction of the Stallingborough Enterprise Zone Highway infrastructure on the A1173, between the Stallingborough Interchange and the Kiln Lane roundabout junction, in order to facilitate access to the approved Stallingborough Interchange Employment Site.
- 1.3 Traffic Regulation Orders are necessary to introduce any appropriate restrictions onto any new infrastructure, if required. The current speed limit in place on this stretch of the A1173 will need to be reviewed to take into account the new road layout, in order to maintain a safe environment for all road users.

### **SPEED LIMITS**

- 1.4 Whilst it may appear that the introduction of a high speed limit (in excess of 40mph) would facilitate faster speeds and therefore reduced journey times, the Department of Transport Circular 01/2013 Setting Local Speed Limits states *'evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times and that journey time savings from higher speeds are often overestimated'*.
- 1.5 The changes to the road geometry have been designed to meet the requirements and stipulations of a 40mph road, in accordance to the Design Manual for Road and Bridges (DMRB). In summary, it is a single carriageway road with one traffic lane in either direction.

### **CLEARWAY**

- 1.6 The usable carriageway width on the A1173 and Kiln Lane will allow traffic to pass a stationary vehicle in the case of a vehicle breakdown, however, parking or stopping on the carriageway is not desirable or sanctioned.
- 1.7 The introduction of a 24 hour clearway will prohibit the stopping of any vehicles, except in an emergency, on the carriageway, therefore enabling the free flow

and unobstructed movement of all traffic on these routes, and will facilitate the continuation of the existing clearway restriction in place on Manby Road, Immingham.

## **NO WAITING AT ANY TIME**

- 1.11 The introduction of No Waiting at any Time restrictions on the access roads into the Enterprise Zone will ensure that this area is kept free of parked vehicles, in order to maintain free flow of traffic when vehicles are entering and exiting the Zone.

## **INFORMAL CONSULTATION**

- 1.12 There are no residential or business properties to consult with that are directly fronting the section of the A1173 affected by the proposed speed limit changes or the proposed 'No Waiting at Any Time' restrictions.
- 1.13 Informal consultation was however undertaken with 143 residential and business properties in respect of the proposed Clearway restriction. Letters were sent to those affected on 12<sup>th</sup> February 2021, giving 21 days to provide their feedback. Only one response was received expressing their full support of the proposals.

## **2. RISKS AND OPPORTUNITIES**

### **2.1 Should this proposal be implemented, the opportunities are:**

- The new infrastructure on the A1173 will operate with applicable speed limits and clearway to facilitate a safer environment for all road users and enable suitable and expedient traffic movement.
- Speed limits are supported by Speed Limit Orders enabling enforcement by the Police.
- A Clearway is supported by a Traffic Regulation Order enabling enforcement by both the Council's Civil Enforcement Officers (CEOs) and the Police.
- No Waiting at any Time restrictions are supported by a Traffic Regulation Order enabling enforcement by the CEOs

### **2.2.1 Should these proposals be implemented, the risks are:**

- In order to be effective, the proposed measures need to be routinely enforced. In respect of the 'No Waiting at Any Time' restrictions, it would take time for CEOs to attend the location and may detract from other enforcement demands elsewhere in the borough.
- Although Clearways can be enforced by both CEOs and the Police, due to speed of traffic using the roads in question, it may not be considered safe for CEOs to do so. Enforcement may therefore be reliant on attendance by the Police to routinely monitor these locations.
- Consideration should be given to ensure there is sufficient resource available to regularly attend the location and deal with any vehicles that are found to be in contravention of the restrictions.

### **2.3 Should these proposals not be implemented, the risks are:**

- The Council does not meet its statutory obligation to manage the Highway Network.
- The road will continue to be subject to the national speed limit, which does not take into account the changes to the road layout, thereby increasing risk to all road users.
- Appeal to vulnerable road users is low and therefore use by these groups (Cyclists and Pedestrians) is below projections.
- Roadside parking takes place, impeding traffic movements and reducing the effectiveness of this new route.

## **3. OTHER OPTIONS CONSIDERED**

3.1 From inception of the project the Speed Limit Order has been considered as an integral part of the scheme. No other options have been considered as alternative speed limits will not meet the design requirements.

3.2 A 'No Waiting at Any Time' restriction (double yellow lines) could have been used to prohibit parking but this does not prohibit stopping or unloading. In addition, this restriction would have required the introduction of road markings.

3.3 A 'No Loading at Any Time' restriction could have been used to prohibit loading as well as waiting, but this does not prohibit the stopping of a vehicle to board and alight passengers. This restriction would have required both road markings and signs on lamp columns and/or individual posts.

## **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

4.1 Speed Limits can generate a variety of opinions from different road users and their individual expectations and needs. The Department for Transport's guidance, 01/2013 – Setting Local Speed Limits has been followed to ensure that the requirements of all users have been effectively considered.

4.2 Clearways prevent stopping on the carriageway which may be a constraint on the business sector. No premises along this route have frontages directly onto the Highway and as such, the need for vehicles to stop on the carriageway is not required.

## **5. FINANCIAL CONSIDERATIONS**

Any road markings, signing and public notices required are covered through the SHIP project funding.

## **6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The introduction of the Clearway will ensure the free flow of traffic by removing the potential for parking in the carriageway.

## **7. CONSULTATION WITH SCRUTINY**

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

## **8. FINANCIAL IMPLICATIONS**

Costs of the works are to be managed through an existing budget within the Council's approved Capital Investment Programme.

## **9. LEGAL IMPLICATIONS**

- 9.1 Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) in relation to the clearway. Section 2 specifies what TROs may require and the recommended order is within those powers. S84 allows traffic authorities to make Speed Orders.
- 9.2 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.
- 9.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 9.4 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 Wolds and Immingham Wards.

## **12. BACKGROUND PAPERS**

- Department for Transport Circular 01/2103
- Road Traffic Regulation Act 1984
- Local Authorities' Traffic Orders (Procedure) Regulations 1996
- Design Manual for Roads & Bridges

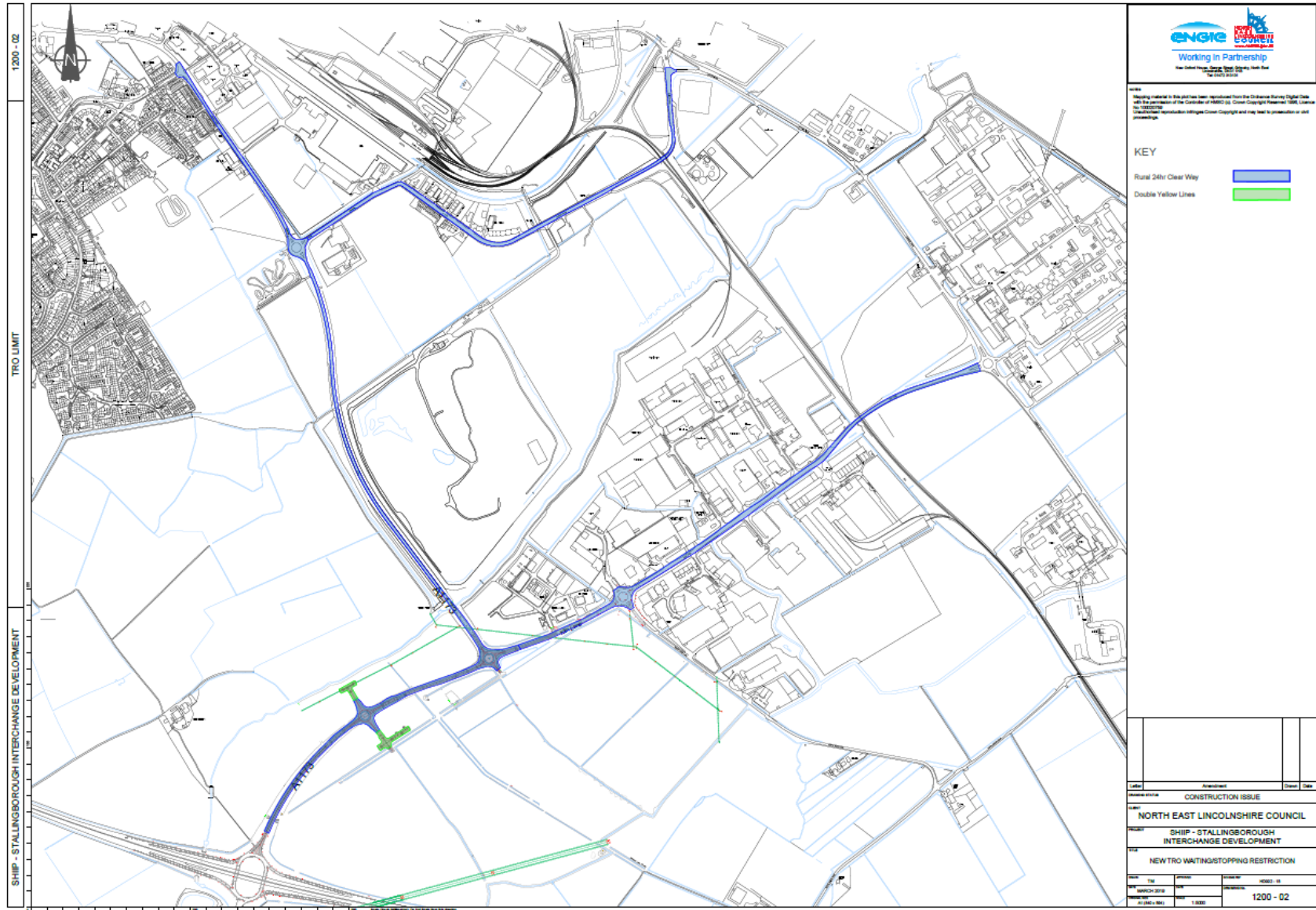
## **13. CONTACT OFFICER(S)**

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**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER ENVIRONMENT & TRANSPORT**

## Appendix 1



Appendix 2

