

# NORTH EAST LINCOLNSHIRE COUNCIL

File Ref : TR  
Order : 19-05A  
Date : October 2019

## Statement of Reasons

Street(s) : A1243 Scartho Road, Grimsby

Ward(s) : Park, Scartho, South

Proposal : Trial the removal of the existing 'Bus, Taxi, Motorcycle and Pedal Cycle Lane' along Scartho Road (A1243) between its junctions with Matthew Telford Park and Nuns Corner roundabout. This will provide two traffic lanes for use by all vehicles travelling northbound between Conyers Avenue and Nuns Corner.

Introduce 24hr Prohibition of Waiting (No Waiting: At Any Time) restrictions along both kerblines of the A1243 Scartho Road, between its junctions with Matthew Telford Park and Nuns Corner roundabout.

Introduce No Loading restrictions which operate Monday to Friday between the hours of 6-10am & 3-7pm along both kerblines of the A1243 Scartho Road, between its junctions with Matthew Telford Park and Nuns Corner roundabout

Reason : Scartho Road plays an important role in Grimsby's highway network, connecting suburban neighbourhoods with facilities. It is perceived that this route can become congested during peak hours and the LTP Highway Strategy has identified a number of junctions on Scartho Road that are operating at or above their design capacity.

The proposals which are to be introduced under an Experimental Traffic Regulation Order (ETRO) will trial the suspension of the Bus Lane to gauge the effectiveness at improving queue lengths and overall congestion along the A1243.

In order to maximise the effectiveness of the bus lane suspension additional 'No Waiting' and 'No Loading' restrictions will be introduced to prevent parking and improve the overall flow of traffic along Scartho Road, particularly during peak times.

It is not yet known what impact removing the bus lane will have on bus journey times and punctuality. Therefore, following an initial six month period following the introduction of the ETRO, journey time data for buses will be collected, along with bus punctuality. This data will then be compared against pre-trial data which local bus operators hold on record. Wider congestion levels will also be monitored for other road users. The results of this evaluation will be used to make a decision as to whether the provisions of the ETRO should be continued in force indefinitely.

The Council reserves the right to amend or add to the statement of reasons in light of any objections received.