

## **PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

<b>DATE</b>	23 December 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Paul Evans – Assistant Director for Infrastructure
<b>SUBJECT</b>	23-08: Armstrong Street/Beeson Street – Traffic & Road Safety Project
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 12/23/04

### **CONTRIBUTION TO OUR AIMS**

The introduction of parking restrictions and speed reduction measures on Armstrong Street and Beeson Street, along with a change in priority at the Beeson Street junction with Armstrong Street, will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment.

### **EXECUTIVE SUMMARY**

In order to address road safety concerns associated with rat-running and speeding vehicles along Armstrong Street, it is proposed to introduce new 24 hour Prohibition of Waiting restrictions, a 20 mph zonal speed limit supported by speed reduction measures, and a change in priority at the Beeson Street/Armstrong Street junction.

### **RECOMMENDATIONS**

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in drawing HD013-22-T1O1 in Appendix 1.
- b) Approval be granted to the making of a Speed Limit Order (SLO) for a 20mph zonal speed limit, the extent of which is detailed in drawing HD013-22-T1O2 in Appendix 2.
- c) In the event there are unresolved material objections to the Orders, these are referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

### **REASONS FOR DECISION**

The introduction or extension of existing of 24-hour Prohibition of Waiting restrictions is proposed in order to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers and cyclists exiting or egressing the junctions and properties identified. The restrictions will

reduce the risk for pedestrians crossing the road in this area.

The addition of a 20mph zonal speed limit along with physical speed reduction measures aims to reduce speed, deter rat-running and enhance the residential feel of the area.

## **1. BACKGROUND AND ISSUES**

- 1.1 Road safety concerns have been raised by residents and Ward Councillors regarding speeding vehicles and rat-running on Armstrong Street, and visibility and compliance issues at the Beeson Street/Armstrong Street junction. This resulted in the submission of petitions from residents requesting the installation of speed humps and a review of the current junction layout.
- 1.2 In response to the concerns raised, two public engagement events have been undertaken to meet with residents and Humberside Police officers in order to gather information regarding the key issues, and to gauge what resolutions are important to them. A draft scheme was presented and amended as a result of feedback received.
- 1.3 Issues were reported regarding vehicles parked in and around the junction area of Beeson Street with Armstrong Street, resulting in reduced visibility for those trying to exit this junction. To address this, it is proposed that additional Prohibition of Waiting restrictions (double yellow lines) be introduced to ensure that visibility splays are maintained at all times.
- 1.4 Further issues were identified by residents regarding vehicles on Armstrong Street not giving way to those that are exiting Beeson Street, resulting in a number of near miss incidents. To address this, it is proposed to change the priority and reconfigure the junction area so that vehicles exiting Beeson Street will instead give way to vehicles travelling along Armstrong Street. The Beeson Street junction will also be subject to a mandatory requirement to come to a complete stop at the Armstrong Street junction, through the installation of a 'Stop' sign. This measure was at the request of Humberside Police officers who attended the public engagement event. Failure to comply with a 'stop' sign is an offence under section 36 of the Road Traffic Act 1988, and will be subject to enforcement by the Police.
- 1.5 In order to address speed concerns raised and also discourage rat-running and change the look and feel of the area so that its residential status is more apparent and feels separate from the main industrial area, it is proposed to introduce a 20mph zonal speed limit, the extent of which is detailed at Appendix 2. Compliance of the speed limit will be encouraged by the installation of speed cushions at strategic points along Armstrong Street between Pyewipe Road and Charlton Street.
- 1.6 Ward Councillors are in support of the measures proposed.

## **2. RISKS AND OPPORTUNITIES**

- 2.1 Should these proposals not be implemented, the risks are:

- That visibility for all road users, particularly those who are vulnerable may be impaired as a result of parked vehicles increasing the likelihood of collisions and injuries.
- There will remain a significant risk of further injuries especially to more vulnerable road users if measures are not taken to reduce the volume and speed of traffic travelling through this area.

2.2 Should this proposal be adopted, the opportunities are:

- To implement restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To prevent parking and improve visibility.
- To give improved visibility for pedestrians of approaching vehicles and vice versa.
- A review of the speed limit will provide an opportunity to improve the safety of all road users.
- A reduced speed limit has the potential to decrease the risk of Personal Injury Collisions (PICs) occurring, particularly those of a serious or fatal nature.
- A lower speed limit may also create an environment where society feels safer to undertake more healthy behaviours such as increased physical activity in the form of walking and cycling. This, of course provides a wider public health benefit.
- By introducing mandatory restrictions which are fully backed by a legal TRO will enable the NELC Civil Enforcement Team to enforce any vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

### **3. OTHER OPTIONS CONSIDERED**

3.1 Do nothing. This is not recommended given the road safety and traffic issues identified.

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

4.1 Speed limits are issues which can generate a number of conflicting opinions. For those reasons guidance issued by the Department for Transport (DfT) on setting local speed limits has been adopted by the Council as set out in Recommendation 12 of the Regeneration and Scrutiny Panel report on the findings of the Speed Limit/Road Safety Committee January – March 2013. This will avoid any allegation that unrealistic speed limits have been set.

4.2 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision. There will be a slight reduction in the length of on street parking available, however, there is availability of unrestricted carriageway at all locations that can safely accommodate parking for 24 hours a day. Proposals have been subject to two public consultation events where they received support from the majority of attendees and are support by the Ward Councillors.

4.3 If approval is given to this proposal, the Orders 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 Council's 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 introduction of the necessary lines and signs will be funded through the Council's Local Transport Plan capital programme for 2024/25, subject to formal approval by the Portfolio Holder for Environment and Transport.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

- 6.1 The proposals will create a safer environment for all road users, including children and young people who are classed as vulnerable in terms of pedestrian usage.

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

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

## **8. CONSULTATION WITH SCRUTINY**

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

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The works required to support this proposal will be included as part of the wider LTP 2024/25 delivery plan, the budget for which is approved as part of the Council's Capital Investment Programme.

## **10. LEGAL IMPLICATIONS**

- 10.1 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.
- 10.2 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.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 10.4 If it is decided to make the TRO, notwithstanding any objections made, it can only be challenged by Judicial Review in the Administrative Court.

## **11. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications

## **12. WARD IMPLICATIONS**

The proposals relate to issues within the West Marsh Ward.

## **13. 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](#)

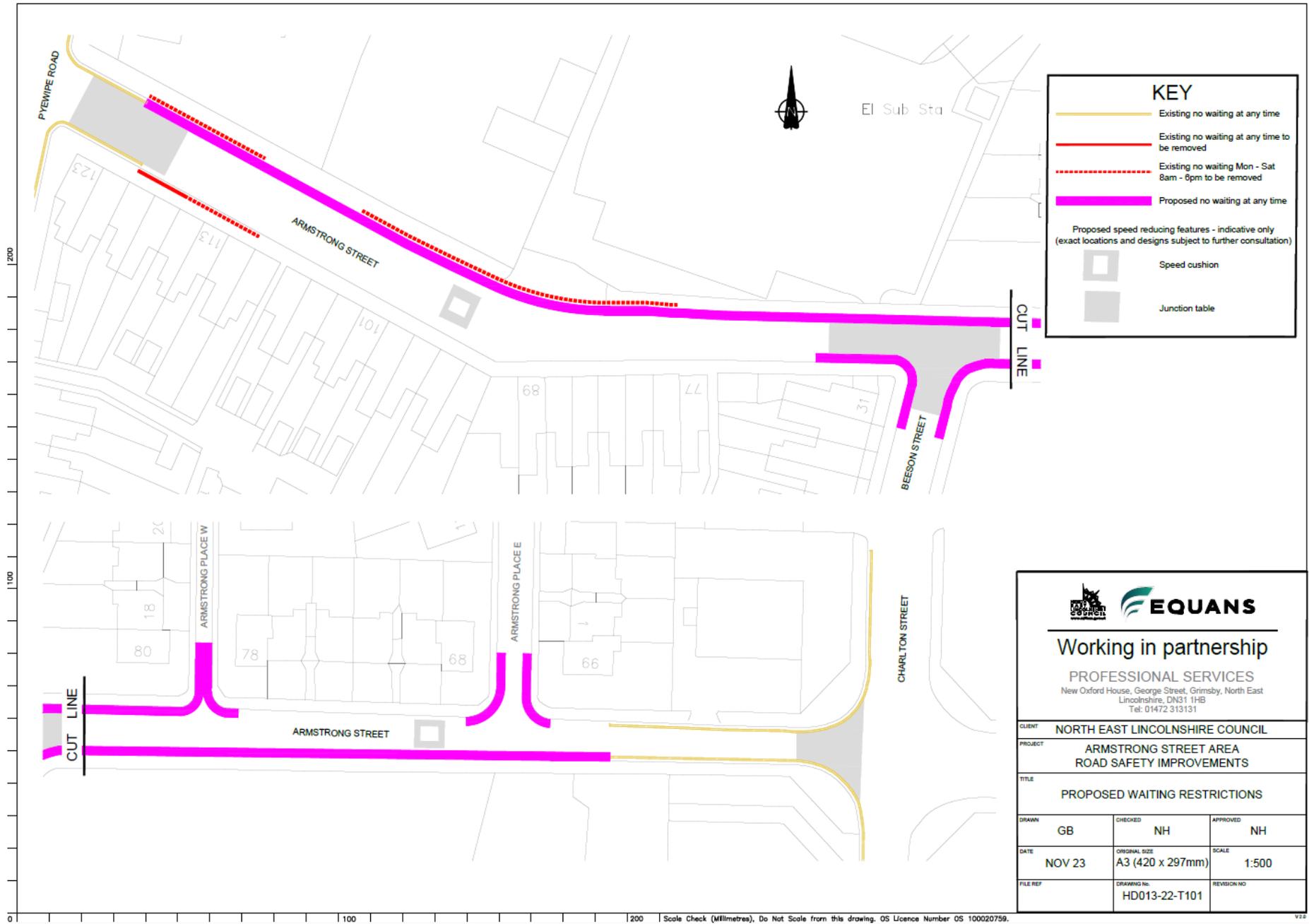
## **14. CONTACT OFFICER(S)**

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- Martin Lear, Head of Highways and Transport, Equans 01472 324482

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

# Appendix One



**EQUANS**

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PROFESSIONAL SERVICES  
 New Oxford House, George Street, Grimsby, North East  
 Lincolnshire, DN31 1HB  
 Tel: 01472 313131

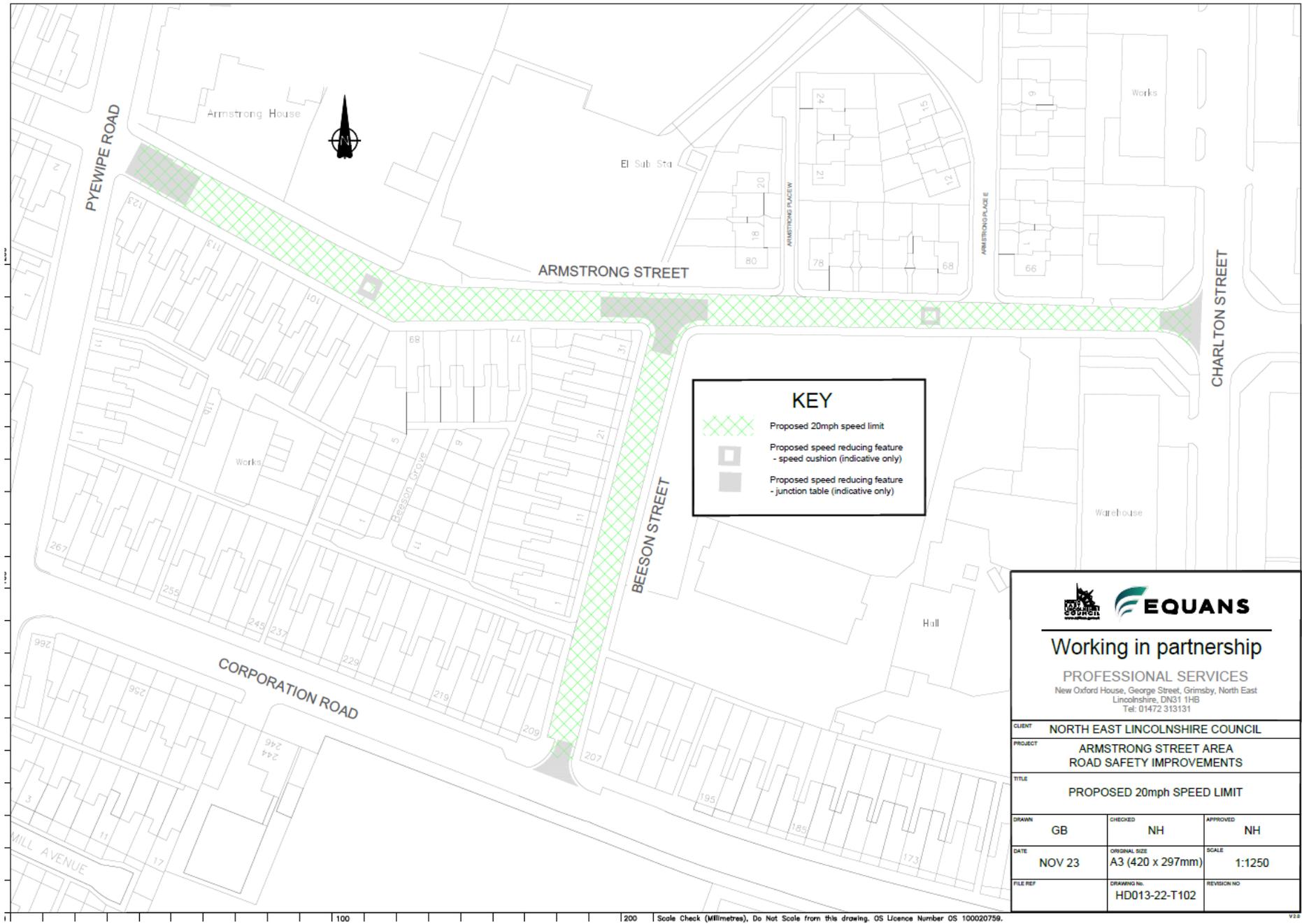
CLIENT: NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT: ARMSTRONG STREET AREA ROAD SAFETY IMPROVEMENTS

TITLE: PROPOSED WAITING RESTRICTIONS

DRAWN	GB	CHECKED	NH	APPROVED	NH
DATE	NOV 23	ORIGINAL SIZE	A3 (420 x 297mm)	SCALE	1:500
FILE REF		DRAWING NO.	HD013-22-T101	REVISION NO.	

# Appendix Two



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**PROFESSIONAL SERVICES**  
 New Oxford House, George Street, Grimsby, North East  
 Lincolnshire, DN31 1HB  
 Tel: 01472 313131

CLIENT	NORTH EAST LINCOLNSHIRE COUNCIL		
PROJECT	ARMSTRONG STREET AREA ROAD SAFETY IMPROVEMENTS		
TITLE	PROPOSED 20mph SPEED LIMIT		
DRAWN	GB	CHECKED NH	APPROVED NH
DATE	NOV 23	ORIGINAL SIZE A3 (420 x 297mm)	SCALE 1:1250
FILE REF	DRAWING NO. HD013-22-T102		REVISION NO