

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	23 <sup>rd</sup> October 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Proposed Speed Limit Order 23-18: Keelby Road, Stallingborough
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 10/23/05

## CONTRIBUTION TO OUR AIMS

A review of the current speed limits 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

In order to ensure that traffic speeds are set appropriately to support residents and support road safety, it is proposed to make amendments to the current speed limits on Keelby Road, Stallingborough to introduce a 50mph buffer zone between the national speed limit and 40mph zone outside the residents properties.

## RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Speed Limit Order to revoke a section of the current national speed limit (de-restricted road speed limit) in place on a section of Keelby Road, Stallingborough and introduce a new 50mph Speed Limit as shown indicatively on drawing HD043-22/002 to Appendix One.
- 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 and executed.

## REASONS FOR DECISION

By replacing a section of the national speed limit with a 50mph buffer zone and highlighting the start of the current 40mph speed limit using road markings and supporting signs it is expected that this will help create a safer environment for pedestrians, encourage slower speeds and better compliance.

### 1. BACKGROUND AND ISSUES

- 1.1 Following a request by the Portfolio Holder, Traffic Team has undertaken a review of the current speed limits in place of Keelby Road, Stallingborough with the aim of trying to make the environment safer for pedestrians and to improve compliance of the posted speed limits by drivers.

- 1.2 It is proposed to introduce a new 50mph buffer zone between the current 40mph speed limit and the national speed limit, the extent and location of which is detailed in the drawing ref: HD043-22/002 (see Appendix One).

## **2. RISKS AND OPPORTUNITIES**

- 2.1 A review of the speed limit extents will provide an opportunity to improve the safety of all road users, taking into account the presence of residential properties situated along Keelby Road, and the need for residents to access local bus services whose bus stops are situated on the B1210.
- 2.2 Many of the annual injuries and deaths that occur nationally happen within residential areas, where there tends to be a higher mix of vulnerable road users and motor vehicle traffic. 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.
- 2.3 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.

## **3. OTHER OPTIONS CONSIDERED**

- 3.1 Do nothing. This is not recommended given the road safety 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, as the measures are designed to improve road safety.
- 4.3 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 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 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 Equans.

## **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 As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

## **10. LEGAL IMPLICATIONS**

- 10.1 Under Section 84 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.
- 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**

- 11.1 There are no direct HR implications.

## **12. WARD IMPLICATIONS**

- 12.1 The proposals relate to issues within the Immingham 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)**

- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Martin Lear, Head of Highways and Transport, Equans 01472 324482

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**



Existing Extent



Proposed Extent

**NOTES**  
ALL NECESSARY DIMENSIONS SHALL BE CHECKED ON SITE BEFORE ANY WORK IS PUT IN HAND. DO NOT SCALE.

Risk Assessment:

**Key:**  
█ National Speed Limit  
█ 50mph  
█ 40mph

REVISIONS			
Letter	Amendment	Drawn	Date

  
**Working in partnership**  
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**CLIENT:** North East Lincolnshire Council  
**PROJECT:** KEELBY ROAD SPEED LIMIT AMENDMENT  
**TITLE:** PROPOSED AMENDMENT TO NATIONAL SPEED LIMIT EXTENT

<b>STATUS:</b> AP	<b>CHECKED:</b>	<b>APPROVED:</b>
<b>DATE:</b> SEPTEMBER 2023	<b>ORIGINAL SIZE:</b> A1 (594 x 841)	<b>SCALE:</b> NOT TO SCALE
<b>FILE NO:</b> HD043-22	<b>SHED NO.:</b> HD043-22/002	<b>REVISION NO.:</b>