

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	19th August 2024
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure & Transport.
RESPONSIBLE OFFICER	Paul Evans – Assistant Director - Infrastructure
SUBJECT	Traffic Regulation Order 24-08: Station Road New Waltham/Waltham – Verge Parking, Clearway and Speed Limit Amendments
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 08/24/04

CONTRIBUTION TO OUR AIMS

Amendments to the current verge parking, clearway and 30/40mph speed limit extents on Station Road, will contribute to the health and wellbeing of all road users, by creating, and maintaining a safer highway environment in an area where there are significant numbers of potentially vulnerable road users.

EXECUTIVE SUMMARY

As part of Planning requirements for the Wigmore Park development, an off road pick up/drop off and parking facility is to be built to address unsafe parking practices along Station Road. To support this facility and to improve road safety around the Tollbar Academy site, it is proposed to extend the current verge parking and clearway restrictions on Station Road and also, amend the extent of the 30/40mph speed limits.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order (TRO) to extend the current Waltham verge parking restrictions to include Station Road, the extent of which is detailed in the plan TR24-08-01 at Appendix 1.
- b) Approval be granted to the making of a Traffic Regulation Order (TRO) to extend the current Clearway restriction covering Station Road to include the section within the Waltham village boundary, the extent of which is detailed in the plan TR24-08-02 at Appendix 1.
- c) Approval be granted to the making of a Speed Limit Order (SLO) to reduce the length of the current 40mph speed limit in favour of extending the 30mph speed limit section in front of Tollbar Academy, the extent of which is detailed in the plan TR24-08-03 at Appendix 1.
- d) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for Housing, Infrastructure & Transport (PHHIT) for determination and a decision as to whether or not the Order be

confirmed and executed.

REASONS FOR DECISION

The amendments to the verge parking, clearway and 30/40mph speed limit restrictions are proposed in order to support the new car park and drop off area opposite Tollbar Academy. The prevention of all parking within the carriageway and verge in favour of using the new off-street parking and drop off facility, and an extension to the current 30mph speed limit in front of the school, will ensure the safety of all road users, which will in turn ensure clear visibility for drivers, pedestrians and cyclists in the area on the approach to and around the Academy site.

1. BACKGROUND AND ISSUES

- 1.1 In order to support the new off-street car park and drop off area in front of Tollbar Academy, and in line with planning approval granted for the Wigmore Park development site, it is proposed to introduce appropriate carriageway and verge parking control measures in order to reduce the risk of potential road safety issues on Station Road.

Proposed amendments to the current verge parking and clearway restriction extents (Ref: TR24-08-01 / TR24-08-02)

- 1.2 There have been 1 serious and 4 slight reported personal injury collisions on Station Road over the last 5 years. Some highway improvements have previously been made in the area to try to mitigate against road safety risks. These have included the introduction of controlled crossing facilities and changes to the road layout during the Wigmore Park development.
- 1.3 In order to conclude these measures, a new carpark and drop off facility is to be built in order to remove parking completely from verges in the area. Verge parking on Station Road has resulted in widespread damage, it has created issues with visibility and access to properties along Station Road and creates a road safety risk for pedestrians and cyclists on both the carriageway and adjacent segregated cycle/footway.
- 1.4 It is also proposed to extend the current Clearway restrictions over the full length of Station Road to ensure that the parking does not simply transfer from the verge to the carriageway, and to ensure that drivers are encouraged to utilise the off street car park/drop off in order to fulfil its purpose as a safer parking alternative.

Proposed amendment to the current 40mph speed limit extent (Ref: TR24-08-03)

- 1.5 Data has shown that the 85th percentile speeds over the area in front of the Academy are currently 34mph. It is therefore proposed to extend the 30mph speed limit on Station Road, Waltham by an additional 150m to the west. This would provide a greater distance over which drivers can adjust their speed on approach to Waltham Tollbar Academy and this will help mitigate against road safety risks from inappropriate vehicle speeds in the area outside the Academy.

- 1.6 In extending the 30mph speed limit, this will in turn reduce the length of the existing 40mph speed limit on Station Road between Waltham and New Waltham from around 600m to around 450m. This is less than the minimum recommended length for speed limits of 600m given in DfT guidance 'Setting Local Speed Limits: March 2024'. However, the guidance does indicate that a reduced length of 400m may be used in certain circumstances. Given the potential road safety benefit on Station Road of extending the 30mph speed limit it is considered appropriate that a reduction in the length of the 40mph speed limit to 450m is appropriate in these circumstances.
- 1.7 A traffic speed survey undertaken in October 2022 at the approximate mid-point of the 40mph speed on Station Road indicates a combined mean speed of 36.4mph an 85%ile speed of 40.7mph. It is considered that these speed results demonstrate that the existing 40mph speed limit on Station Road is appropriate and that, if reduced, would likely lead to high levels of non-compliance. For this reason, it is considered that extending the 30mph for the full length of the existing 40mph speed limit would be inappropriate.
- 1.8 This recommendation has been developed in line with the guidance issued by the Department for Transport (DfT) on setting local speed limits which 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.
- 1.9 The extent and location of all of the proposed measures detailed above are provided in the plans attached to this report at Appendix 1.

2. RISKS AND OPPORTUNITIES

2.1 Should this proposal be adopted, the opportunities are:

- To implement restrictions that support the safe operation of the highway in a location where there are significant numbers of more vulnerable highway users.
- To prevent verge and carriageway parking and improve visibility of approaching vehicles for pedestrians and vice versa.
- To install restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To improve the road environment to encourage more walking and cycling as an alternative travel option and for those pedestrians and cyclists to feel safer when using the shared cycleway / footway, alongside the carriageway.
- By introducing mandatory restrictions which are fully backed by a legal TRO will enable the NELC Civil Enforcement Team to enforce vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

2.2 Should the proposals be implemented, the risks are:

- Drivers may choose to not utilise the new car park in favour of parking on residential streets within the Wigmore Park development site, which could create visibility and safety issues, particularly when parked close to junctions.
- Drivers may not adhere to the revised 30mph speed limit resulting in vehicles continuing to travel at an inappropriate speed.

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

- That visibility for all road users, particularly those who are vulnerable will continue to be impaired as a result of parked vehicles increasing road safety risks.
- The number of Personal Injury Collisions (PICs) and the severity of them is not addressed, this may continue to result in cyclists and pedestrians (who are disproportionately at risk) being involved in collisions at or near the Academy site.
- There is also a risk that parking will continue on Station Road and that the intended car park / drop-off area will not be suitably utilised thereby negating the expected road safety benefits.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended given the road safety risks detailed above.

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 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.

4.3 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 recommendation does not require any additional expenditure. The standard lining, signing and public notices required to deliver the project are financed through the Council's Regeneration Partnership arrangement with Equans.

5.2 Traffic Authorities have a duty to erect and maintain prescribed speed limit signs on their roads under Section 85 of the Road Traffic Regulation Act (RTRA) (1984) and in accordance with the Traffic Signs Regulations and General Directions (2016).

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 and cycle 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

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

10. LEGAL IMPLICATIONS

Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make TROs for (inter alia) clearway and verge parking as set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.

Section 82 and section 84 Road Traffic Regulation Act 1984 enable the Council to make an order restricting the speed limit as detailed above.

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.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

The proposal relates specifically to the Waltham and New Waltham Wards.

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](#)

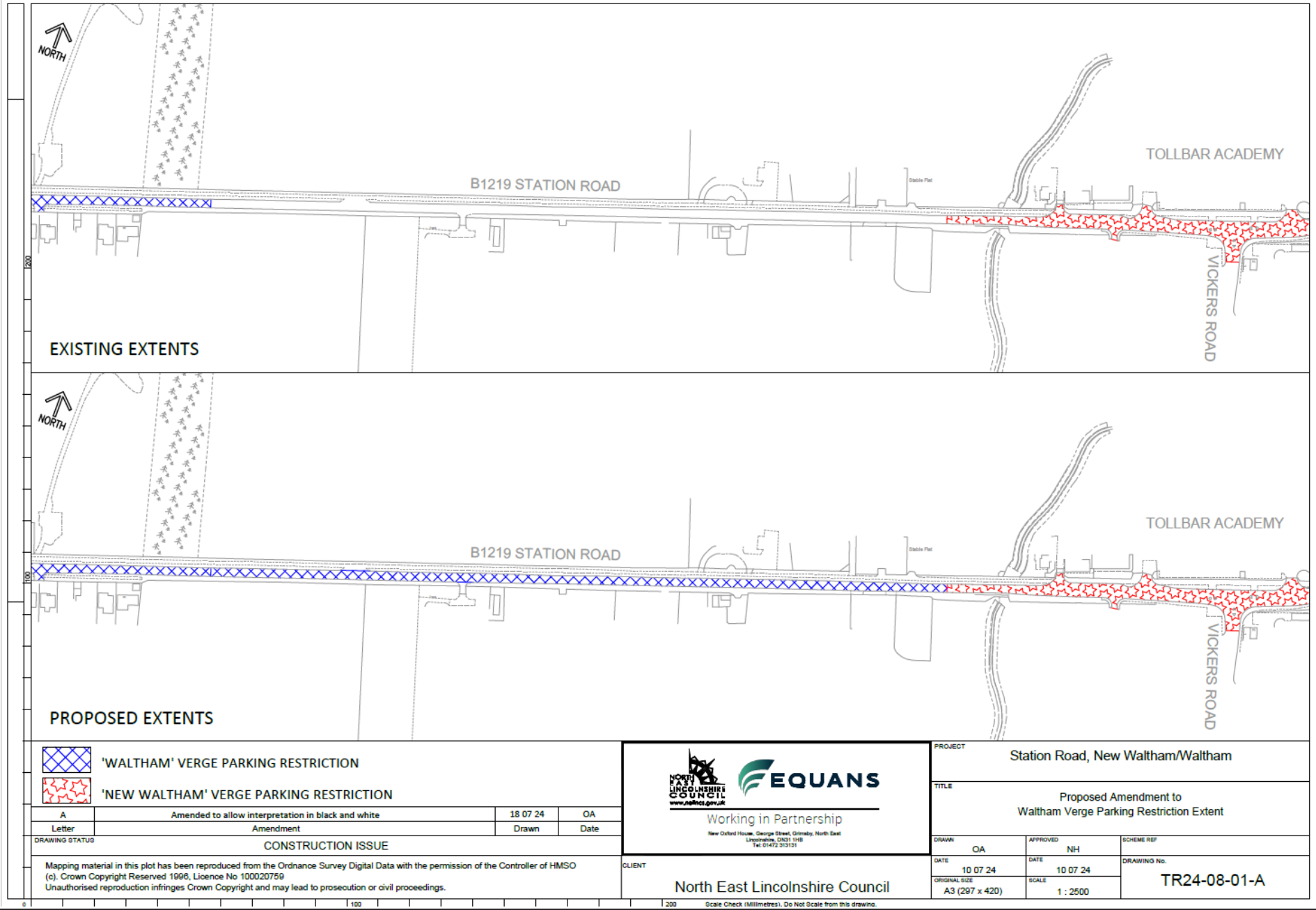
14. CONTACT OFFICER(S)

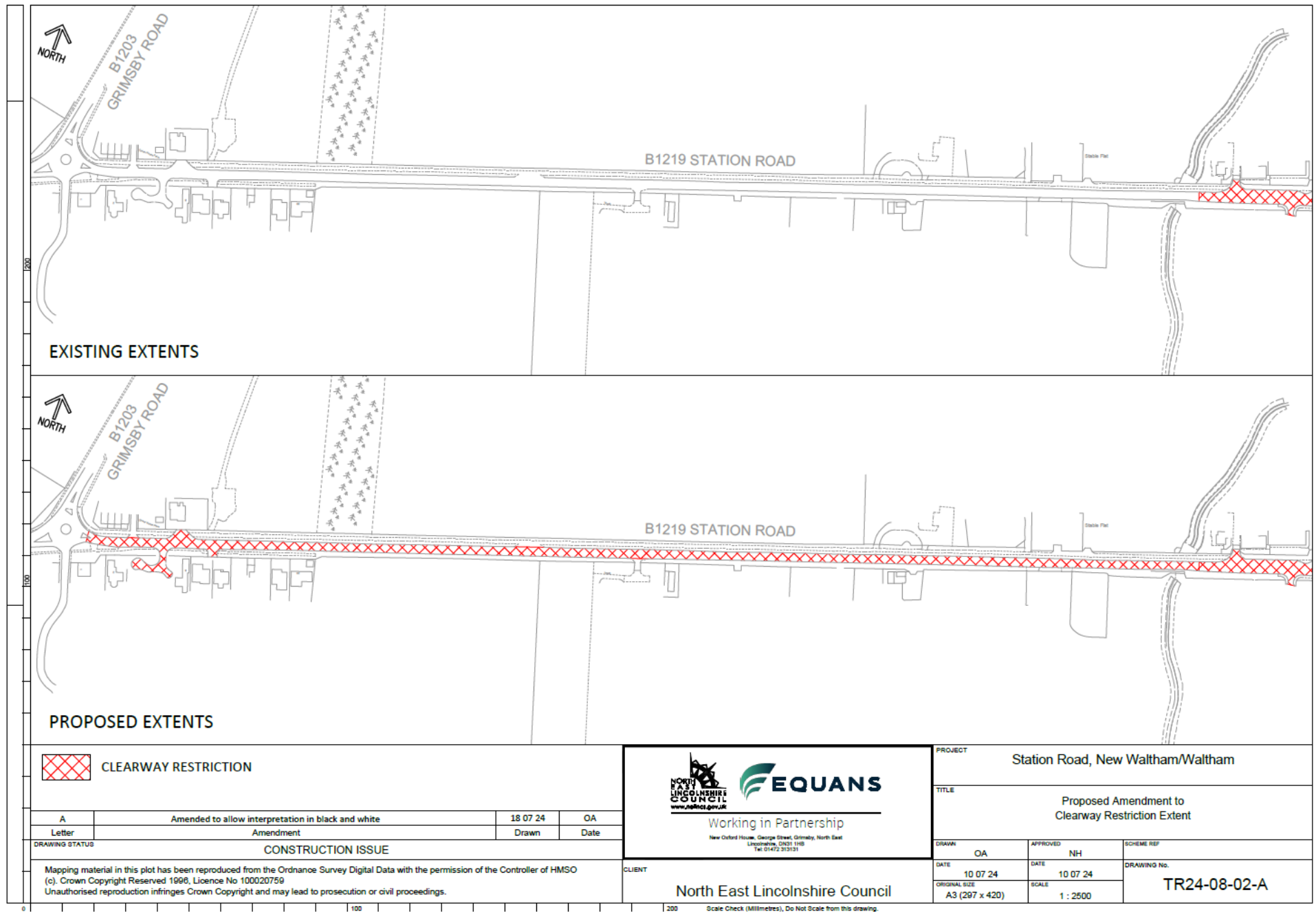
- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Brian Fitzpatrick, Head of Highways and Transport, Equans 07789 495521

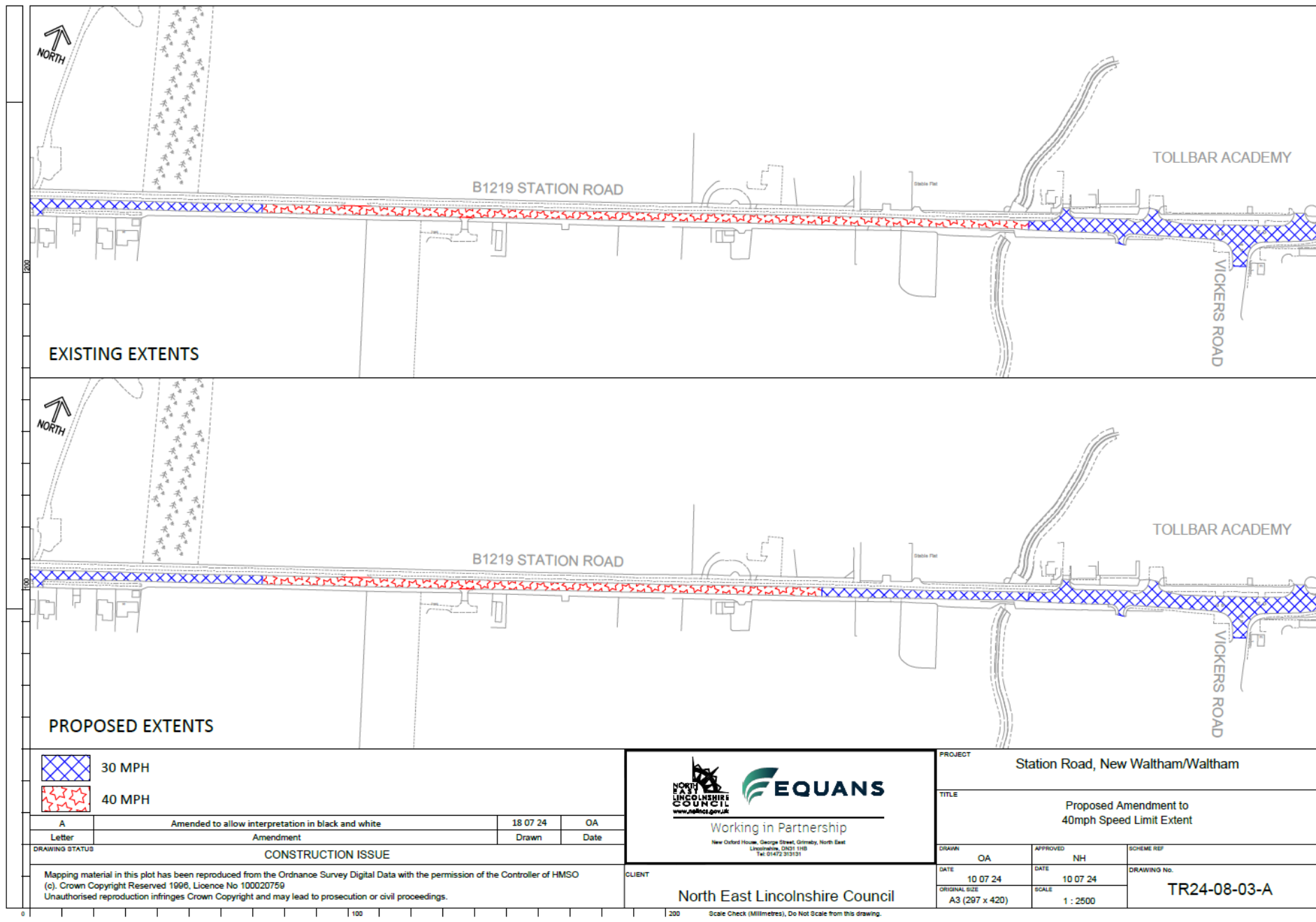
COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix One







 30 MPH
 40 MPH

A	Amended to allow interpretation in black and white	18 07 24	OA
Letter	Amendment	Drawn	Date

DRAWING STATUS CONSTRUCTION ISSUE

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CLIENT
North East Lincolnshire Council

PROJECT Station Road, New Waltham/Waltham		
TITLE Proposed Amendment to 40mph Speed Limit Extent		
DRAWN OA	APPROVED NH	SCHEME REF
DATE 10 07 24	DATE 10 07 24	DRAWING No. TR24-08-03-A
ORIGINAL SIZE A3 (297 x 420)	SCALE 1 : 2500	