

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

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| DATE | 24 th March 2026 |
| REPORT OF | Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport. |
| RESPONSIBLE OFFICER | Carolina Borgstrom – Director for Environment, Economy and Infrastructure. |
| SUBJECT | Speed Limit Order – 26-02: Peterhouse Road Area, Grimsby |
| STATUS | Open |
| FORWARD PLAN REF NO. | GENERAL EXCEPTION. Not included on the Forward Plan therefore, to be considered under the General Exception provisions of the Constitution. |

CONTRIBUTION TO OUR AIMS

A review of the current speed limits at this location, will contribute to the Safer Communities strategic objective, by creating and maintaining a safer highway environment through the implementation of appropriate speed limits for the benefit of everyone who uses that road including more vulnerable users

EXECUTIVE SUMMARY

A review of the current speed limit extents within the Peterhouse Road area of Grimsby has been undertaken. As a result, it is proposed that the current 30mph speed limit be replaced with a lower 20mph speed limit.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the making of a Speed Limit Order to introduce a 20mph speed limit in the Peterhouse Road, Grimsby area, the extent of which is detailed in the plans in Appendix One (Refs: PR-SPC-001 & PR-SPC-002).
- b) In the event there are unresolved material objections to the Order, these will be referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

Following receipt of concerns raised by Ward Councillors and residents regarding speeding vehicles and the safety of vulnerable road users, a review of the current

speed limit extents within the Peterhouse Road area of Grimsby has been undertaken. As a result, it is proposed that the current 30mph speed limit be replaced with a lower 20mph speed limit.

1. BACKGROUND AND ISSUES

- 1.1 Ward Councillors and residents along with Humberside Police have raised a number of concerns regarding pedestrian safety & accessibility on Peterhouse Road and surrounding streets (Peterhouse Road area). The area has a high concentration of elderly residents and residents with reduced mobility issues.
- 1.2 As such, the Traffic & Road Safety Team have been reviewing parking controls, speed limits and pedestrian accessibility in the area, with a view to prioritising safe pedestrian access and reducing the likelihood of serious injury collisions occurring.
- 1.3 Setting national speed limits (for different types of road) is the responsibility of the national Government, however The Council does have powers under the Road Traffic Regulation Act 1967 and related legislation to set local speed limits where these national limits are not appropriate.
- 1.4 Setting appropriate speed limits and ensuring compliance is a vital part in ensuring the safety of all road users. The relationship between speed and likelihood of collision, as well as severity of injury, is complex, but as a general rule, for every 1mph reduction in average speed, collision frequency decreases by around 5% (Taylor, Lynam and Baruya, 2000).
- 1.5 Speed limits should be appropriate and evidence led. Self-compliance by drivers should encourage and speed limits should be seen as a maximum rather than a target speed.
- 1.6 Lower vehicle speeds can support better pedestrian accessibility as well as helping to create an environment where residents feel safer to undertake more healthy behaviours such as increased physical activity in the form of walking, cycling or scooting.
- 1.7 Given the high number of potentially vulnerable road users residing in the Peterhouse Road area, it is proposed to introduce a 20mph speed limit along with associated physical speed reduction measures within the carriageway. These measures are proposed having regard to the 'safe system' approach to reducing road safety risk, which seeks to build in layers of protection to reduce conflicts and mitigate severe outcomes.
- 1.8 The existing average two-way speed limit on Peterhouse Road is 16.8mph and an 85th percentile speed of 21.3mph. These support the introduction of the new 20mph speed limit and suggest that there should be good compliance with the new limit.
- 1.9 The extent of the proposed 20mph speed limit area is identified in Appendix One (Ref: PR-SPC-001 and PR-SPC-002)
- 1.10 Resident consultation was carried out in March 2026; the results of this

consultation has helped shaped the final scheme design.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

2.1 Should the proposal be adopted, the opportunities are;

- To consider speed limits that are appropriate for the area in which they are implemented, and which in turn reduce road safety risks, especially for the more vulnerable road users living in the area.
- A reduced speed limit has the potential to decrease the risk of personal injury collisions occurring, particularly those of a serious or fatal nature.
- To create an environment where residents feel safer to undertake more healthy behaviours such as increased physical activity in the form of walking and cycling. This, then provides a wider public health benefit.

2.2 The key risks with the proposal to introduce new speed restrictions are:

- Drivers may not adhere to the revised 20mph speed limit resulting in vehicles travelling at an inappropriate speed, this is considered unlikely given the existing average and 85th percentile speeds monitored on Peterhouse Road.
- An increase in the level of unsafe overtakes where drivers do not believe the speed limit to be appropriate.

2.3 Should the proposal not be approved the key risks are:

- The severity of any collisions that may occur in the future may be worse than if the reduced speed limit had been implemented.

2.4 There are no implications under the Equality Act 2010, European Directive 2001/42/EC and transposed into UK law through the Environmental Assessment of Plans and Programmes Regulation 2004 or The General Data Protection Regulation 2018 as a result of this proposal.

3. OTHER OPTIONS CONSIDERED

3.1. Do nothing. However, this is not recommended given the road safety benefits outlined in the report.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

4.1. Speed limits are an issue 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 help 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 and support local residents accessibility to nearby

facilities.

- 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 Councils 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 costs of implementing the TRO will be met from existing Council revenue budgets and supported by identified expenditure through the Local Transport Grant capital funding programme.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1. There are unlikely to be any specific implications for children and young people as a result of this report.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact.

8. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS

- 8.1 The introduction of a lower speed limit together with improved pedestrian accessibility has the potential to increase the number of journeys made by walking and cycling, thereby supporting public health benefits.

9. CONSULTATION WITH SCRUTINY

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

10. FINANCIAL IMPLICATIONS

- 10.1 The implementation of the Speed Limit Order will be delivered within existing revenue budget provision, with associated works supported through the Local Transport Grant approved capital scheme.

11. LEGAL IMPLICATIONS

- 11.1 Under Section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Speed Limit Orders (SLOs) for (inter alia) the reasons set out at the beginning of this report.
- 11.2 The procedure for making SLOs 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 SLO.

11.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a SLO before it is made.

11.4 If it is decided to make the SLO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

12. HUMAN RESOURCES IMPLICATIONS

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

13. WARD IMPLICATIONS

13.1 The scheme is to be implemented within the Yarborough Ward

14. 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](#)

15. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT





| REVISIONS | | |
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| Letter | Amendment | Date |
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CLIENT: Highways & Transportation (NELC)
 PROJECT: PETERHOUSE ROAD AREA SAFETY IMPROVEMENT SCHEME
 TITLE: GENERAL ARRANGEMENT - 20 MPH ZONE & SPEED CUSHIONS FOR CONSULTATION
 SHEET 2 OF 2

| DESIGN | DRAWN | APPROVED |
|---------------------|------------|---------------------------|
| IW | AP | NF |
| DATE: FEBRUARY 2026 | SCALE: A1 | SCALE: 1 - 500 |
| FILE REF: HD025-25 | PR-SPC-002 | OFFICIAL NUMBER: 02 / PD1 |