

## PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

<b>DATE</b>	16 <sup>th</sup> June 2026
<b>REPORT OF</b>	Councillor Paul Batson, Portfolio Holder Housing, Infrastructure and Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure.
<b>SUBJECT</b>	Speed Limit Order – 26-11: Stallingborough Road, Immingham
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PFHHIT 06/26/04

### CONTRIBUTION TO OUR AIMS

An extension of the current 30mph speed limit 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 highway environment by implementing appropriate speed limits.

### EXECUTIVE SUMMARY

In order to comply with Planning requirements for the Beal Homes Development site, it is proposed to increase the extent of the current 30mph speed limit on the B1210 Stallingborough Road, Immingham.

### RECOMMENDATIONS

It is recommended that:

1. Approval be granted for the making of a Speed Limit Order to revoke a section of the 40mph speed limit on B1210 Stallingborough Road, Immingham, the extent and location of which is detailed in the plans in Appendix One (Ref: TF-TRO-26-11-001).
2. Approval be granted for the making of a Speed Limit Order to introduce a 30mph (restricted road) speed limit on a section of the B1210 Stallingborough Road, Immingham, the extent and location of which is detailed in the plans at Appendix One (Ref; TF-TRO-26-11-001).
3. 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

The review of current restricted road (30mph) speed limit on B1210 Stallingborough Road, Immingham is required in order to comply with Planning requirements related to the nearby Beal Homes development.

### 1. BACKGROUND AND ISSUES

- 1.1 Planning approval was given to the Beal Homes 'Highfield House' housing development (DM/0728/18/OUT & DM/1019/23/REM). Due to an increase of vehicle movements accessing and egressing the site, and also the increase in property frontages, it was deemed necessary on road safety grounds that the 30mph speed limit should be extended.
- 1.2 The overall speed limit framework, including the setting of national limits for different road types, and which exceptions to these general limits can be applied, is the responsibility of the Government. The three national speed limits in England are:
  - the 30mph speed limit on roads with street lighting (sometimes referred to as restricted roads)
  - the national speed limit of 60mph on single carriageway roads
  - the national speed limit of 70mph on dual carriageways and motorways

These national limits are not, however, appropriate for all roads.

- 1.3 Setting speed limits at the appropriate level for the road and ensuring compliance with these limits play a vital part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision, as well as severity of injury, is complex, but there is a strong correlation. As a general rule, for every 1mph reduction in average speed, collision frequency decreases by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.
- 1.4 When setting speed limits, Local Authorities should seek to ensure that the speed limit is evidence led and seek to reinforce people's assessment of what is a safe speed to travel. Drivers should encourage self-compliance. More importantly, speed limits should be seen by drivers as the maximum rather than a target speed. A lower speed limit may also 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.
- 1.5 Given the road characteristics and the new street scene layout as a result of the development, it was therefore concluded that an extension to the current 30mph speed limit would be appropriate on road safety grounds. This was then formally noted as a requirement in the planning approval for the site, therefore a speed limit order is required to be made to legally implement the change (The extent and location of which is detailed indicatively in the plan at Appendix One (Ref: TF-TRO-26-11-001).

## **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 30mph speed limit resulting in vehicles travelling at an inappropriate speed.
- 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.
- The Council would not be complying with the planning permissions granted for the nearby site.

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. This is not recommended given that the change in speed limit is required in order to comply with planning requirements.

## **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.

## **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, 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 This scheme aligns with the following Marmot principles:

1. **Standard of living:** Guarantee a healthy living standard for everyone.
2. **Places and communities:** Develop healthy, sustainable environments.

The introduction of a lower speed limit 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 costs associated with the making of this Speed Limit Order are to be met from within existing budget provision.

## **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 Wolds 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](#)

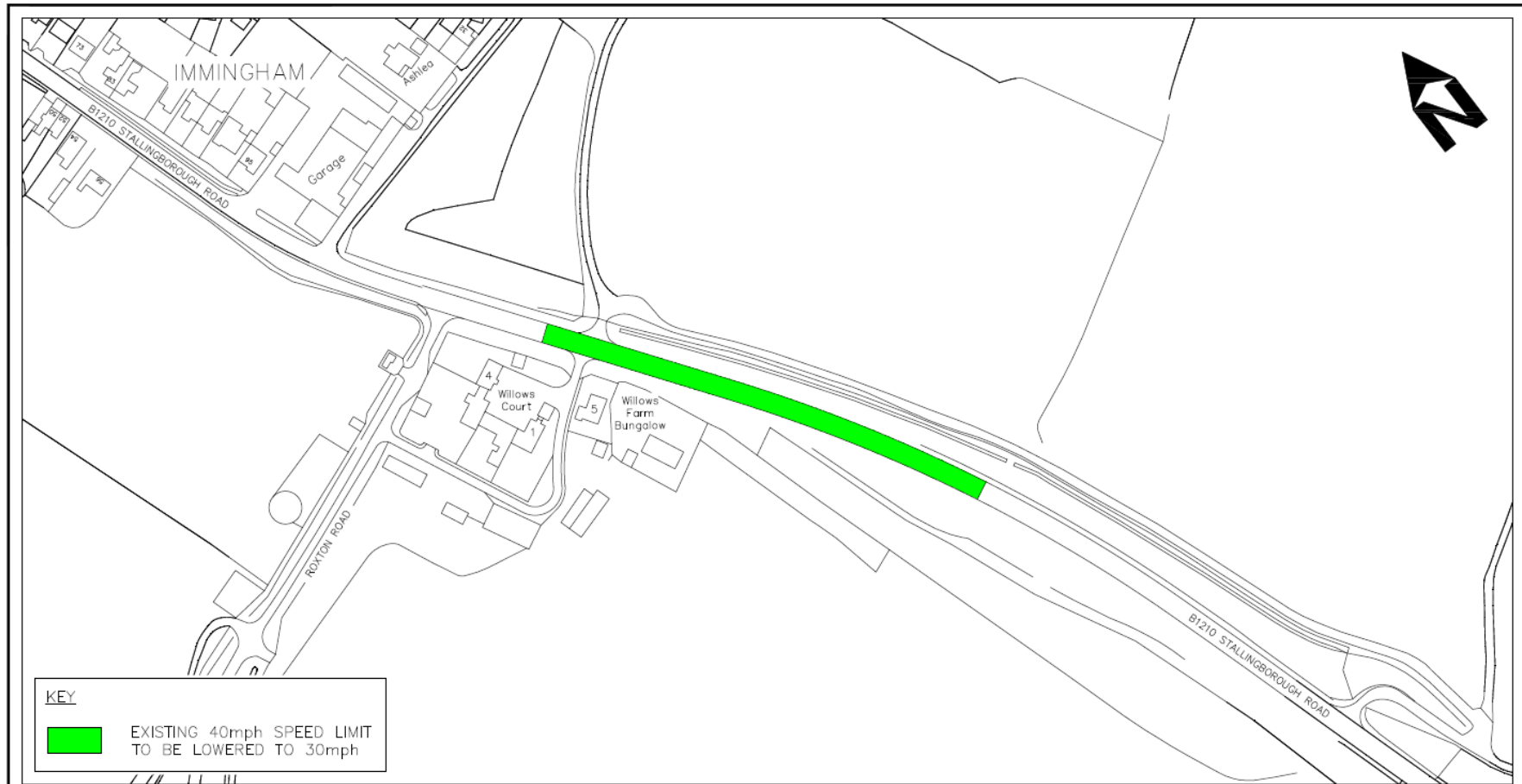
## **15. CONTACT OFFICER(S)**

- Paul Evans, Assistant Director - Infrastructure, 01472 323029

**COUNCILLOR PAUL BATSON**

**PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT**

**Appendix One**



KEY	
	EXISTING 40mph SPEED LIMIT TO BE LOWERED TO 30mph




**NORTH EAST LINCOLNSHIRE COUNCIL**  
www.nelincs.gov.uk

**PROFESSIONAL SERVICES**

Municipal Offices, Town Hall Square, Grimsby, North East  
Lincolnshire, DN31 1HU  
Tel: 01472 313131

CLIENT			NORTH EAST LINCOLNSHIRE COUNCIL		
PROJECT			B1210 STALLINGBOROUGH ROAD IMMINGHAM		
TITLE			EXTENSION OF 30mph SPEED LIMIT		
DRAWN	CHECKED	APPROVED			
M SELICK	N HARDY	N HARDY			
DATE	DATE	DATE			
27-05-2026	28-05-2026	28-05-2026			
SCALE	DRAWING No.	REV.			
SCALE 1:2,500 @ A4	TF-TRO-26-11-001	-			

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