

## PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	3 <sup>rd</sup> August 2020
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Clive Tritton Interim Director of Economy & Growth
<b>SUBJECT</b>	Traffic Regulation Order – B1210 (Healing Road) - 40mph Speed Limit
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	<b>Not included on the Forward Plan – to be considered under the General Exception rules as set out in the Constitution.</b>

### CONTRIBUTION TO OUR AIMS

Taking measures to reduce the speed limit along a section of the B1210 Healing Road will contribute to the Council's aim of improving the Health and Wellbeing of all road users, residents and visitors to the area by creating and maintaining a safer environment.

### EXECUTIVE SUMMARY

It is proposed to make the current temporary 40mph speed limit on the B1210 to the northwest of Healing Village permanent to support the construction of a new housing development.

### RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted to the making of a permanent Traffic Regulation Order which introduces a 40mph Speed Limit on a section of B1210 Healing Road, as detailed in the Schedules to Appendix 1 and shown on drawing TR-19-21 to Appendix 2.
- b) In the event there are unresolved material objections to the introduction of the new speed limit, these are referred back to the Portfolio Holder for determination and a decision as to whether or not the Speed Limit Order be confirmed and executed.

### REASONS FOR DECISION

The permanent extension to the 40mph speed limit to cover the newly constructed Cyden homes development access on B1210 Healing Road is being proposed in order to improve road safety for all road users and will reduce vehicle approach speeds, allowing drivers more time to safely access and egress the new junction. The speed limit on this section of the B1210 was previously 60mph (National Speed Limit)

There is also likely to be increased footfall in the area as occupation of the residential dwellings increases, this type of environment is better suited to slower vehicle speeds.

## **1. BACKGROUND AND ISSUES**

- 1.1 The B1210 is a key route which links a number of rural villages. The proposed speed limit change specifically concerns the section of road between Stallingborough and Healing.
- 1.2 A planning application has been approved for construction of up to 250 residential dwellings on land to the northwest of Healing village. A new primary access has been constructed on the B1210 Healing Road with a secondary / emergency access via Larkspur Avenue, Healing.
- 1.3 There is currently a Temporary Traffic Regulation Order (TTRO) in place for the extension of the 40mph Speed Limit in order to safely support works to construct the development access and other associated highway upgrades. This TTRO has been in place since Tuesday 23 April 2019 and will expire on Friday 23 October 2020.
- 1.4 The speed limit reduction has so far proven effective and drivers have become accustomed to the lower sign-posted limit. The move to make this arrangement permanent will ensure continued safety benefits for all road users, particularly those frequenting the new development.
- 1.5 Once all dwellings within the development are occupied there will be a increase in the number of vehicles, pedestrian and cycle movements along the extent of the B1210. It is anticipated that some of those movements may involve children of school age travelling to and from Healing School.
- 1.6 Roads suitable for 40mph speed limits are generally higher-quality suburban roads, or those on the outskirts of urban areas where there is little development. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road, both to themselves and to other road users.
- 1.7 A permanent reduction to the speed limit from 60mph (derestricted) to 40mph on approach to the new upgraded access will facilitate safer access and egress of vehicles. It will also improve the safety of vulnerable road users, which is of particular importance given the perceived increase in the number of children who may traverse the area.

## **2. RISKS AND OPPORTUNITIES**

- 2.1 A permanent reduction in the speed limit will provide an opportunity to continue to enhance the safety of all road users along the affected section of the B1210.
- 2.2 The proposals will mitigate the risk of vehicular conflict as a result of vehicles merging onto a high-speed road.

2.3 Many of the annual injuries and deaths that occur nationally happen within residential areas, where there is the greatest 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.

2.4 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 Take no action in respect of making the current temporary speed limit reduction permanent, allowing the affected short section of the B1210 to revert back to national speed limit. This would result in increased risk to road users and additional cost to convert back to existing on-site arrangements. This approach would involve substantial cost to reinstate previous speed limit signs and road markings. In addition, the location of the new formal access precludes the reinstatement of traffic signs in their original location. We would therefore not support this option.

3.2 Another option would be to consider a different speed limit. The proposed 40mph speed limit has been determined as the most appropriate speed limit to implement and takes into account the function of the road and the road environment.

A reduction to a lower limit, such as 30mph, would require drivers to immediately reduce their speed by a considerable amount. This would pose difficulties for drivers and as a result compliance with the speed limit is likely to be affected. Similarly, a 50mph limit would be out of place taking into account property frontage development along the road and the minimum length of road required to implement a speed limit.

### **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 given that the proposed arrangement has already been in place for a substantial time period, under Temporary Traffic Regulations. Therefore, evidence suggests that road users have already become familiar with traveling at the reduced speed.

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 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). Such signs have already been installed as part of the temporary arrangements and will remain in situ once a permanent Traffic Regulation Order (TRO) is put in place.
- 5.2 The recommendation does not require any capital expenditure. The cost of any public notices associated with the advertisement of the TRO are covered through the Council's Regeneration Partnership arrangement with ENGIE.

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

The proposals are not expected to have any significant impact on climate change and / or the environment. There is the potential that the proposals may encourage more sustainable travel as residents feel safer to make shorter journeys by other means, whether this be cycling, walking or utilising local bus services.

## **7. CONSULTATION WITH SCRUTINY**

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

## **8. FINANCIAL IMPLICATIONS**

As outlined within section 5, the costs incurred are covered by Engie through the Council Regeneration partnership arrangements.

## **9. LEGAL IMPLICATIONS**

- 9.1 Under Section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Orders for (inter alia) the reasons set out at the beginning of this report.
- 9.2 The procedure for making Orders 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.
- 9.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify an Order before it is made.
- 9.4 If it is decided to make the Order notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

## **10. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications

## 11. WARD IMPLICATIONS

The proposals relate to issues solely within the Immingham and Wolds Ward.

## 12. BACKGROUND PAPERS

[Department for Transport Circular 01/2013: Setting Local Speed Limits](#)

[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](#)

## 13. CONTACT OFFICER(S)

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**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

## APPENDIX 1 –SPEED LIMIT SCHEDULE

### “40mph Speed Limit”

<b><u>ROAD</u></b>	<b><u>SIDE</u></b>	<b><u>EXTENT</u></b>
B1210 Healing Road/ Stallingborough Road	Both	From a point 203 metres north west of the Stallingborough Road junction with Hornbeam Drive to a point 503 metres north west of the Stallingborough Road junction with Hornbeam Drive, a distance of 300 metres.

# APPENDIX 2 – SPEED LIMIT DRAWING.

