

PORTFOLIO HOLDER – ENVIRONMENT & TRANSPORT

DATE	01/06/2020
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Clive Tritton, Interim Director of Economy & Growth
SUBJECT	Traffic Regulation Order 19-20: – Humber Bank Link Road : Speed Limit and Clearway
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/20/05

CONTRIBUTION TO OUR AIMS

The introduction of appropriate speed limits and a clearway will make significant contributions to the Council's 'Strong Economy' priority by creating the appropriate environment to deliver private investment through the provision of high quality infrastructure. In addition, these measures will create a safer environment for all road users.

EXECUTIVE SUMMARY

It is proposed to introduce a 24 hour clearway, in addition to 30mph and 40mph speed limits along the newly constructed Humber Link Road to ensure efficient and safe use of this new route when complete. The proposed restrictions are shown on drawing TM19-20-001 in Appendix 1.

RECOMMENDATIONS

It is recommended that:

- a. Subject to formal consultation and no material objections being received, approval is granted for the making of a Traffic Regulation Order for 30mph and 40mph speed limits along the 'Humber Bank Link Road', as shown on Drawing TM19-20-001 in Appendix 1.
- b. Subject to formal consultation and no material objections being received, approval is granted for the making of a Traffic Regulation Order for a 24 hour rural clearway along the 'Humber Bank Link Road', as shown on Drawing TM19-20-001 in Appendix 1.
- c. In the event that there are unresolved objections to either Order under recommendations a) and b) above, these are referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Orders be confirmed.

REASONS FOR DECISION

The length of highway is currently still under construction. The clearway and speed limit Traffic Regulation Orders are required to ensure efficient and safe use of this new route when operational.

1. BACKGROUND AND ISSUES

- 1.1 In 2015, The Council approved the introduction of South Humber Industrial Investment Programme (SHIIP) which seeks to facilitate large scale economic growth within the Borough.
- 1.2 One objective of SHIIP is to increase and improve infrastructure, including the construction of the Humber Bank Link Road to provide access to the South Humber Bank area, without the need for travel along a high speed dual carriageway (A180). The Link Road is expected to be completed in early 2021.
- 1.3 Traffic Regulation Orders are necessary to introduce any appropriate restrictions onto any new highway, if required. If not, the route would by default, be subject to the National Speed Limit upon completion and opening.

SPEED LIMITS

- 1.1 The Humber Bank Link Road is expected to carry a higher than average number of Heavy Goods Vehicles as well as other road users, including pedestrians and cyclists. To facilitate a safer environment for these road users, as well as improve amenity for vulnerable road users, a 40mph speed limit is proposed.
- 1.2 Whilst it may appear that the introduction of a high speed limit (in excess of 40mph) would facilitate faster speeds and therefore reduced journey times, the Department of Transport Circular 01/2013 Setting Local Speed Limits states *'evidence suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times and that journey time savings from higher speeds are often overestimated'*.
- 1.3 The road geometry has been designed to meet the requirements and stipulations of a 40mph road, in accordance to the Design Manual for Road and Bridges (DMRB). In summary, it is a single carriageway road with one traffic lane in either direction.
- 1.4 Land constraints have resulted in a short section of road, at the southern end of the route, being unable to meet the design requirements for a 40mph speed limit. As a result, this length has been designed as a 30mph speed limit (shown in blue on drawing TM19-20-001) which will support reduced vehicle speeds on the approach to the new junction and tie into the existing 30mph speed limit on Moody Lane.
- 1.5 The proposals will provide only one change in speed limit which will enable drivers to travel more smoothly without excessive accelerating and decelerating.

CLEARWAY

- 1.6 The usable carriageway width will allow traffic to pass a stationary vehicle in the case of a vehicle breakdown, however, parking or stopping on the carriageway is not desirable or sanctioned.

- 1.7 The introduction of a 24 hour clearway will prohibit the stopping of any vehicles, except in an emergency, on the carriageway, therefore enabling the free flow and unobstructed movement of all traffic on this route.

2. RISKS AND OPPORTUNITIES

- 2.1 Should this proposal be implemented, the opportunities are:

- The Link Road will operate with applicable speed limits and clearway to facilitate a safer environment for all road users and enable suitable and expedient traffic movement.
- Speed limits are supported by Traffic Regulation Orders enabling enforcement by the Police.
- A Clearway is supported by a Traffic Regulation Order enabling enforcement by both the Council's Civil Enforcement Officers and the Police.

- 2.2 Should these proposals be implemented, the risks are:

- An increased level of enforcement (whether from the Police or Civil Enforcement Officers) may be required.

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

- The Council does not meet its statutory obligation to manage the Highway Network.
- The road will not have a designed speed limit, but by default will be the National Speed Limit.
- Appeal to vulnerable road users is low and therefore use by these groups (Cyclists and Pedestrians) is below projections.
- Roadside parking takes place, impeding traffic movements and reducing the effectiveness of this new route.

3. OTHER OPTIONS CONSIDERED

- 3.1 From inception of the project the Speed Limit Traffic Regulation Order has been considered as an integral part of the scheme. No other options have been considered as alternative speed limits will not meet the design requirements.

- 3.2 A 'No Waiting at Any Time' restriction (double yellow lines) could have been used to prohibit parking but this does not prohibit stopping or unloading. In addition, this restriction would have required the introduction of road markings.

- 3.3 A 'No Loading at Any Time' restriction could have been used to prohibit loading as well as waiting but this does not prohibit the stopping of a vehicle to board and alight passengers. This restriction would have required both road markings and signs on lamp columns and/or individual posts.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 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.

4.2 Clearways prevent stopping on the carriageway which may be seen as a constraint on the business sector. No premises along this route have frontages directly onto the Highway and as such, the need for vehicles to stop on the carriageway is not required.

4.3 The proposals are to only apply to the 'new length of road'.

5. FINANCIAL CONSIDERATIONS

Any road markings, signing and public notices required are covered through the SHIP project funding.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

Constant speed limits can contribute to lower emissions from vehicles by reducing acceleration and deceleration along a route.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

As outlined within the report, any costs relating to the respective road markings, signage and public notices are to be funded through the approved SHIP Project budget.

9. LEGAL IMPLICATIONS

9.1 Under Section 1 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. Section 2 specifies what TROs may require and the recommended order is within those powers.

9.2 Under section 84 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Orders restricting the speed on highways.

9.3 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.

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

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

10. HUMAN RESOURCES IMPLICATIONS

There are no direct implications.

11. WARD IMPLICATIONS

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

12. BACKGROUND PAPERS

- Department for Transport Circular 01/2103
- Road Traffic Regulation Act 1984
- Local Authorities' Traffic Orders (Procedure) Regulations 1996
- Design Manual for Roads & Bridges

13. CONTACT OFFICER(S)

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