

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	8 th March 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Sharon Wroot - Executive Director for Environment, Economy and Resources
SUBJECT	Traffic Regulation Order 19-08: Cheapside, Waltham – Speed Limit Changes
STATUS	Open
FORWARD PLAN REF NO.	PHET 09/20/01

CONTRIBUTION TO OUR AIMS

A review of the current speed limits 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 environment.

EXECUTIVE SUMMARY

As part of the approved Planning application for the Carr/Strawson development, there is a condition that the developer must install a traffic calming feature in the vicinity of the development access on Cheapside. It is proposed that the current 30mph and 40mph speed limit extents be changed to support this feature.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order to revoke the current 40mph speed limit on Cheapside.
- b) Approval be granted to the making of a Traffic Regulation Order to introduce a new 40mph speed limit on Cheapside between the points detailed in Schedule 2 and as shown indicatively on drawing TR-19-08-01 to Appendix 2.
- c) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

A review of the current speed limit restrictions is proposed in order to improve road safety for all road users. The gateway feature will highlight entry into the 30mph village speed limit, and to act as a speed reduction measure for vehicles entering the village from the A16.

1. BACKGROUND AND ISSUES

- 1.1 Planning approval was given to the development (DM/0642/19/FUL) in October 2019, which included a Condition requiring the developer to install a gateway

feature on Cheapside, to act as a speed reduction measure in the vicinity of this and the Waltham Windmill Golf Course development site.

- 1.2 To support the installation of the gateway feature, it is intended that the 30mph speed limit on Cheapside, which currently terminates east of the junction with The Drive, be extended to bring the accesses to this housing development site, and the development on Golf Course Lane, within a 30mph speed limit. The 30mph speed limit will terminate at the gateway.
- 1.3 A 40mph speed limit will commence at the gateway and continue in a south easterly direction to terminate in the vicinity of Millstone Garden Centre, Cheapside. These changes are shown indicatively on plan TR-19-08-01 at Appendix 2.
- 1.4 Roads subject to a system of street lighting, furnished by lamps placed not more than 200 yards apart, are Restricted Roads unless a Speed Order is in place to change this. In accordance with Section 81 of the Road Traffic Regulation Act 1984 it is not lawful for a person to drive on a Restricted Road at a speed exceeding 30mph. As all of the section of Cheapside between the roundabout junction with Brigsley Road to the proposed termination point south east of Golf Course Lane complies with the above, the speed limit will default to 30mph upon the revoking of The Borough of North East Lincolnshire (Various Streets) (Speed Limits) (No. 04-08) Order 2004.

2. RISKS AND OPPORTUNITIES

- 2.1 A review of the speed limit extents will provide an opportunity to improve the safety of all road users, taking into account the increase in the number of residential properties situated off Cheapside through development.
- 2.2 The proposals will reduce the risk of vehicular conflict as a result of vehicles exiting these development sites onto a 40mph speed road.
- 2.3 Many of the annual injuries and deaths that occur nationally happen within residential areas, where there tends to be a higher 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 Do Nothing. This would though prevent delivery of the approved gateway feature as stipulated in the Planning consent.

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, as the measures are designed to improve road safety in the vicinity of both development sites.
- 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 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

The recommendation does not require any capital expenditure. Any standard lining, signing and public notices required 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 or walking.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

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

9. LEGAL IMPLICATIONS

Under Sections 82 and 84 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.

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.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to issues solely within the Waltham Ward.

12. 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](#)

13. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

SCHEDULE 1

Traffic Regulation Orders - Revocation

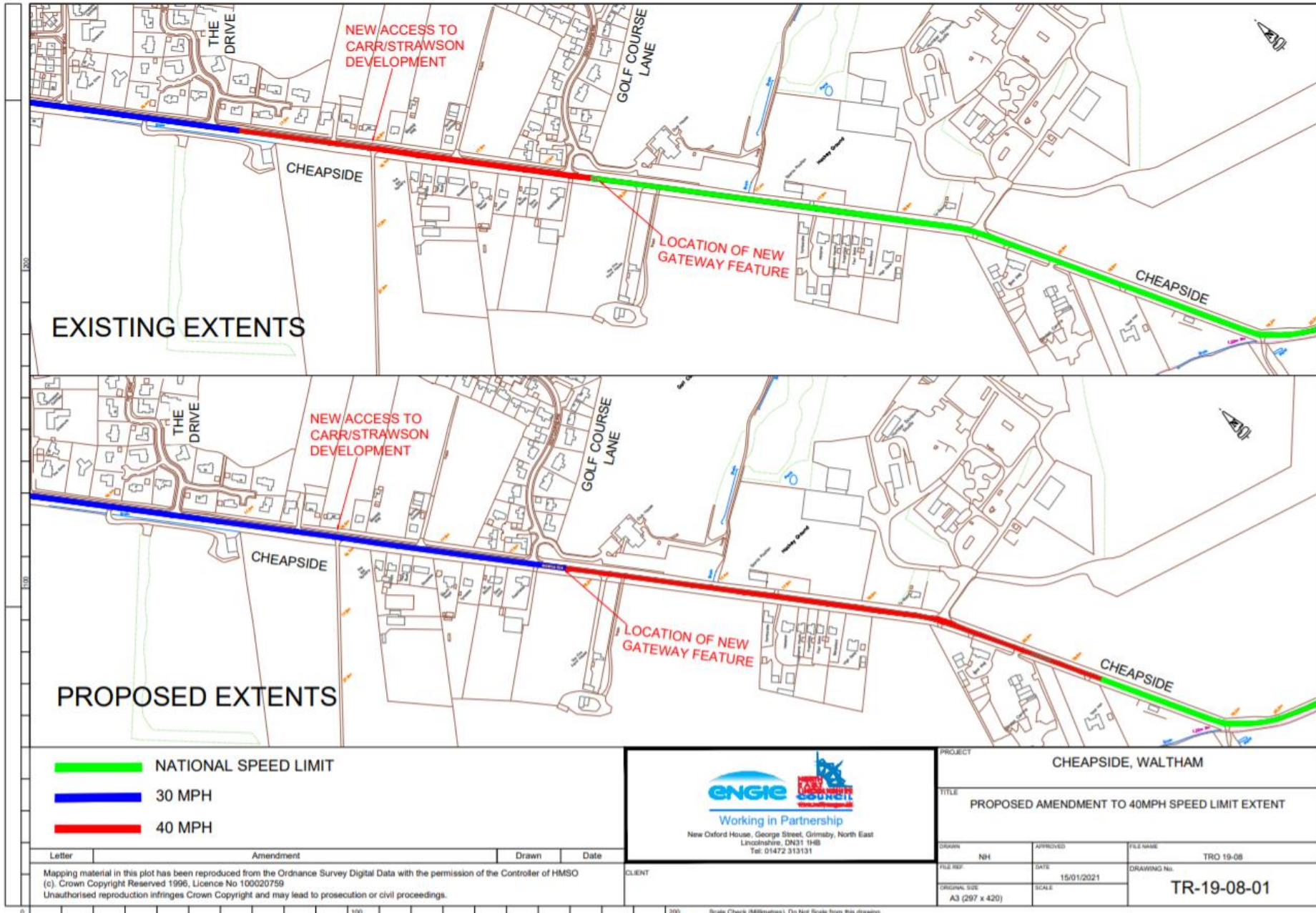
<u>Column 1</u> <u>ORDER TO BE REVOKED</u>	<u>Column 2</u> <u>EXTENT OF REVOCATION</u>
The Borough of North East Lincolnshire (Various Streets) (Speed Limits) (No. 04-08) Order 2004	the whole of that part of Schedule 4 "40mph Speed Limit" as it relates to Cheapside in the Parish of Waltham

SCHEDULE 2

"40mph Speed Limit"

<u>STREET</u>	<u>LENGTHS OF ROAD</u>
Roads within the Parish of Waltham	
97WA17010 Cheapside	from a point 57 metres south-east of the south-eastern kerbline of Golf Course Lane to a point 732 metres south-east of the south-eastern kerbline of Golf Course Lane

APPENDIX 2



- █ NATIONAL SPEED LIMIT
- █ 30 MPH
- █ 40 MPH


Working in Partnership
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PROJECT			CHEAPSIDE, WALTHAM		
TITLE			PROPOSED AMENDMENT TO 40MPH SPEED LIMIT EXTENT		
DRAWN	APPROVED	FILE NAME	TRO 19-08		
FILE REF.	DATE	DRAWING No.	TR-19-08-01		
ORIGINAL SIZE	SCALE				
A3 (297 x 420)					

Letter	Amendment	Drawn	Date

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Scale Check (Millimetres), Do Not Scale from this drawing.