

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	8th 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: - Scartho Road Congestion Programme
STATUS	Open
FORWARD PLAN REF NO.	PHET 03/21/01

CONTRIBUTION TO OUR AIMS

The restrictions introduced under Experimental Traffic Regulation Order (ETRO) 19-05A have not increased congestion levels or increased journey times for road users, particularly during peak morning hours. Taking steps to ensure the permanency of these benefits will support the Council's Stronger Economy objective and the Local Transport Plan (LTP) strategy by maintaining current traffic flows and maximising the efficient use of road space.

EXECUTIVE SUMMARY

The temporary suspension of the bus lane, in conjunction with the measures taken to prohibit waiting and loading during peak times have not negatively impacted on queue lengths and journey times. It is therefore proposed to make these changes permanent through the introduction of a permanent Traffic Regulation Order.

RECOMMENDATIONS

It is recommended that:

1. Approval be granted for the making of a permanent order which reproduces and continues in force indefinitely the provisions of ETRO 19-05A as detailed in Appendix 1 and shown on the drawings in Appendix 2

REASONS FOR DECISION

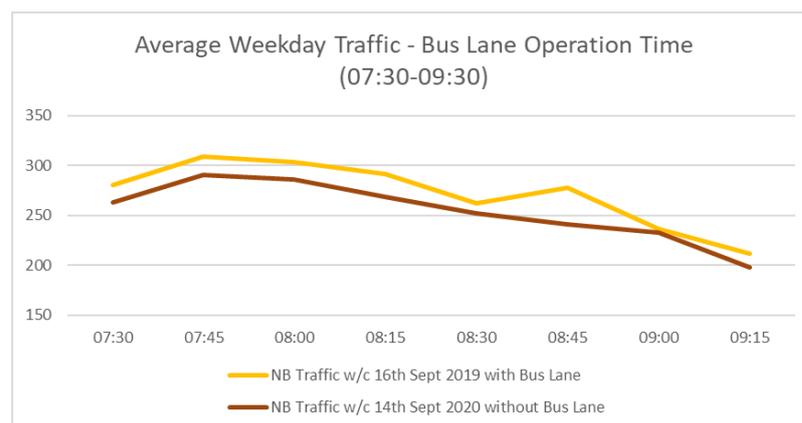
In light of increasing traffic growth, the permanent removal of the Scartho Road bus lane in conjunction with the supplementary measures to control parking is considered to be the most appropriate option to ensure the expeditious movement of traffic on the authority's road network.

1. BACKGROUND AND ISSUES

- 1.1 The Council has a statutory duty to review the operation of its road network, including bus lanes, with a view to minimising congestion and its impact. The A1243 (Scartho Road) has been identified as a route that can become congested during peak hours, which in part is due to several of its junctions operating at or above their design capacity prior to COVID-19.
- 1.2 Following prior approval from the Portfolio Holder of Environment and Transport

under Decision Notice DNPH.ETE.23 to approve the temporary suspension of a nearside, with-flow, bus lane for vehicles travelling northbound along Scartho Road, ETRO 19-05A was advertised and became operational on 17 December 2019. Experimental Traffic Regulation Orders cannot continue in force for longer than 18 months. ETRO 19-05A will expire on 16 June 2021.

- 1.3 Within a period of six months, beginning with the day on which the ETRO came into force (17 December 2019), all local stakeholders had the opportunity to object to the making of an Order for the purpose of such indefinite continuation.
- 1.4 No formal objections in relation to the Order were received as of 16 June 2020. Comments were received in March 2020 from a local removal company highlighting the impact that the new restrictions would have on their business operations. Logistically, there are a number of variables associated with moving to a new house, which may make it difficult for the business to programme their services outside of the peak 'no loading' hours. The frequency of such situations arising are low and there is opportunity to cater for such instances through the issue of a dispensation waiver. Upon application, the request will be reviewed by NELC Parking Services and will only be granted in exceptional circumstances, where no other suitable alternative is available.
- 1.5 The removal of the bus lane commenced in December 2019. The highway works to remove the Scartho Road bus lane were completed over several months extending into 2020. The subsequent impact of COVID-19 in 2020 leaves no window of true post bus lane traffic conditions for analysis. Traffic volume data for Scartho Road was collected in September 2019 and again in September 2020. At the time of the counts in September 2020 the nation was out of lockdown, people were being encouraged to return to work and the tier system had not yet been introduced. There is still a notable decrease in traffic when compared to pre-pandemic levels as shown in the graph below:



- 1.6 Traffic Signals along the extent of Scartho Road are currently optimised through the use of a Split Cycle Offset Optimisation Technique (SCOOT) throughout AM and PM peaks. This real time adaptive traffic control system automatically adjusts traffic signal delays in order to adapt to changing traffic conditions. There has been no change to the running of this operation throughout the duration of the ETRO trial.

- 1.7 A Traffic Signal Priority (TSP) project at the junction of Scartho Road, Forsythia Drive and Cragston Avenue has been delivered following the removal of the Scartho Road bus lane. TSP improves bus punctuality by giving buses that are running late (currently buses which are running over 5 minutes and 59 seconds late) a green light, in certain circumstances. At this junction, Scoot (see 1.6) is set to operate at peak times only (07:00am to 09:30am and 16:00pm to 18:30pm) as it is more efficient to run a pre-set cycle during off peak times.
- 1.8 The available data from the TSP system demonstrates that from 30 October 2020 to 1 December 2020, 123 requests were made for bus priority, 16 requests were granted, 62 requests were not given due to the back office running the preset cycle and the remaining 45 requests could not be given due to the traffic conditions. The 2020/2021 Local Transport Plan Capital Programme includes TSP at six junctions along Bargate and Scartho Road and these will be completed by 31 March 2021.
- 1.9 Before and after the removal of the bus lane bus punctuality data has been requested from Stagecoach East Midlands but it has not been possible to provide this data. Stagecoach East Midlands have provided the following statement: “The COVID-19 pandemic has drastically changed working patterns, education movements and retail trends over the last year; UK traffic levels are considerably lighter including in Grimsby Cleethorpes. Against this background, Stagecoach cannot really draw any conclusions from the effect of withdrawing the Scartho Road bus lane at this stage. The trend in neighbouring authorities is to introduce more bus priority measures and place the emphasis on sustainable travel; this reflects advice from transport planners across the UK. The pandemic has accelerated a trend towards using town and city centres for social, leisure and events to try and replace lost footfall to retail. Reducing traffic levels and improving air quality is seen as a key part of this strategy.”
- 1.10 From the period 17 December 2019 to 05 October 2020 the Council’s Civil Parking Enforcement Team have received no requests to enforce the experimental restrictions. Officers have visited Scartho Road 190 times as part of their routine patrols of the borough. During those visits, a total of three vehicles have been observed parked in contravention of parking regulations. A single Penalty Charge Notice (PCN) was issued to one of these vehicles however, this was not on a section of carriageway subject to experimental restrictions. Unfortunately, due to system limitations it is not possible to provide exact location details on Scartho Road of where the two other observations occurred.
- 1.11 A review of Humberside Police accident data for the period 17 December 2019 to 14 September 2020 identifies there have been 12 reported Road Traffic Collisions (RTCs), resulting in injuries to 14 persons for the section of Scartho Road between Conyers Avenue and Nuns Corner roundabout. One of the collisions involved a cyclist travelling southbound. This incident occurred on the opposite side of the carriageway to where the former bus lane had been removed and at a time which would have been outside of its operational hours (7.30am to 9.30am). Therefore, it does not appear the removal of the bus lane has increased the hazards faced by cyclists using Scartho Road. The short-term results tend to indicate that the situation has become safer however, the

effects of COVID-19 and reduced levels of motor traffic are also likely to have been a contributing factor.

1.12 Based upon the evidence presented in this report, overall, the removal of the bus lane has not had any negative affect and it is recommended the ETRO is made permanent.

2. RISKS AND OPPORTUNITIES

2.1 The following risks are associated with the option of not making the ETRO permanent:

Option	Risk
Not to make ETRO 19-05A permanent	Previous bus lane arrangements would need to be reinstated upon the cessation of the Experimental Order. This would require the erection of signage and reapplication of bus lane road markings. Consideration would need to be given to the removal of supplementary 'No Waiting' and 'No Loading' restrictions installed on the highway.
	Journey times for all other road users may increase.
	That the level of congestion prior to the introduction of ETRO 19-05A could not only return, but potentially may become worse due to growth within the borough.
	It is likely that the retained bus lane will remain unenforced and may start to once again become exploited by unauthorised vehicles.
	The bus lane continues to consume available carriageway space, reducing available capacity for general traffic.
	When the country starts to recover from the effects of the COVID-19 Pandemic, bus journey times may increase as a result of a higher volume of vehicular traffic. This may lead to local bus services becoming less attractive to users.
	A decline in bus service quality may negatively impact upon the numbers of people using local bus services in North East Lincolnshire. This may reduce the deliverability of the Local Plan, which relies on Public Transport use to reduce the number of single-occupancy car journeys
	There is a potential risk of increased Personal Injury Collisions (PIC's) involving cyclists at peak times, as cyclists are currently permitted to use the bus lane; this will be monitored closely during the operation of the Experimental TRO to establish whether further mitigation measures are required.

2.1 The following opportunities are associated with the option of making the provisions of ETRO 19/05A permanent:

Option	Opportunity
Make ETRO 19-05A permanent	The permanent removal of the bus lane looks to secure continued traffic flow benefits for Scartho Road.
	The wait time for drivers exiting from side roads or other minor

	roads is reduced.
	Improvements to congestion levels during peak periods, in particular throughout the morning rush hours.
	Shorter journey times for private car users.
	The removal of the bus lane on a permanent basis may make this route more attractive to motorists when compared with alternative routes. This may decrease the potential benefit of the scheme over time and roads which are linked to Scartho Road could be adversely affected.

3. OTHER OPTIONS CONSIDERED

3.1 The following other options are available:

3.2 **Option 1 - Make ETRO 19-05A permanent as advertised** - to make the ETRO permanent as advertised is the recommended option. Once finalised, this will formally approve the removal of the bus lane detailed in Appendix A to the report.

3.3 **Option 2 - Reinstate Scartho Road bus lane** – This is not recommended given the local authority has a duty to ensure the expeditious movement of traffic under the Traffic Management Act (2004). The bus lane would be reinstated and provide for local bus services and other priority users. However, the perceived congestion along Scartho Road would remain as the volume of non-priority vehicles are restricted to one lane.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

4.1 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision to implement a permanent Order to follow on from ETRO 19-05A. The effects of the Experimental Order have already been in place for some time and it would appear drivers have become accustomed to the current arrangements.

4.2 Previous opportunity has been provided under experimental regulations for the submission of objections to the proposals. If the recommendations are approved the transition to a Permanent Order will be expedited as there is no requirement for further statutory consultation.

4.3 If the recommendation is approved, the making of the Permanent Order will be formally advertised (including updates posted on the NELC website) 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 that the Council has made the Order.

5. FINANCIAL CONSIDERATIONS

5.1 Traffic Authorities have a duty to erect and maintain prescribed traffic signs on their roads under the Road Traffic Regulation Act (RTRA) (1984) and in accordance with the Traffic Signs Regulations and General Directions (2016). Such signs and accompanying road markings have already been installed as part of the experimental arrangements and will remain in situ once a permanent Traffic Regulation Order (TRO) is put in place. These will be subject to regular

routine maintenance, as required.

- 5.2 The recommendation does not require any capital expenditure. The cost of any public notices associated with the advertisement of the permanent 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 climate change or environmental implications. There may be an opportunity for improvements to air quality as a result of reduced levels of congestion.

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

The procedure for making an Experimental Order permanent is set out in Regulation 23 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

No further consultation is required

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to Scartho, Park and South Wards.

12. BACKGROUND PAPERS

- 12.1 Portfolio Holder – Environment & Transport - Meeting of 01 November 2019 Experimental Traffic Regulation Order –Scartho Road Congestion Programme Report
- 12.3 [Department for Transport - Covid-19 Pandemic Transport Use](#)
- 12.4 [Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)
- 12.5 [Road Traffic Regulation Act 1984](#)

13. CONTACT OFFICER(S)

- Mark Nearney, Assistant Director of Housing, Highways and Transport, Tel: 01472 324122
- Debbie Swatman, ENGIE, Traffic Team Manager, Tel: 01472 324514

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

SCHEDULE 1 - REVOCATION "Traffic Regulation Orders – Revocation"

Col. 1	Col. 2
ORDER TO BE REVOKED	EXTENT OF REVOCATION
The Borough of North East Lincolnshire (Consolidation of Orders made for the Prohibition of Traffic) (Grimsby) (No. 07-08) Order 2007 (as amended).	<p>Schedule 6.02 "Bus, Taxi, Motor Cycle and Pedal Cycle Lanes"</p> <p>The whole of item reference 81GY75005 Scartho Road - that being the western side of Scartho Road from the northern kerblines of the Scartho Top access road (Matthew Telford Park) to the southern kerblines of Laceby Road.</p>
The North East Lincolnshire Borough Council (Prohibition and Restriction of Waiting, Clearways and On Street Parking) (Consolidation) Order 2010 (as amended).	All restrictions on SCARTH ROAD between its roundabout junction with the A46 LACEBY ROAD / BARGATE and the junction of CONYERS AVENUE.

SCHEDULE 2 – NO WAITING ROADS "No Waiting – at Any Time"

STREET	SIDE	LENGTHS OF ROAD
A1243 SCARTH ROAD	Easterly kerblines	From the extended South Easterly kerblines of BARGATE in a southerly direction to the extended Northerly kerblines of CONYERS AVENUE.
A1243 SCARTH ROAD	Westerly kerblines	From its roundabout junction with the A1243 Laceby Road in a southerly direction to a point 5m south of the extended Northerly kerblines of CONYERS AVENUE.

SCHEDULE 3 – No Loading Roads "No Loading – Monday to Friday 6-10am and 3-7pm"

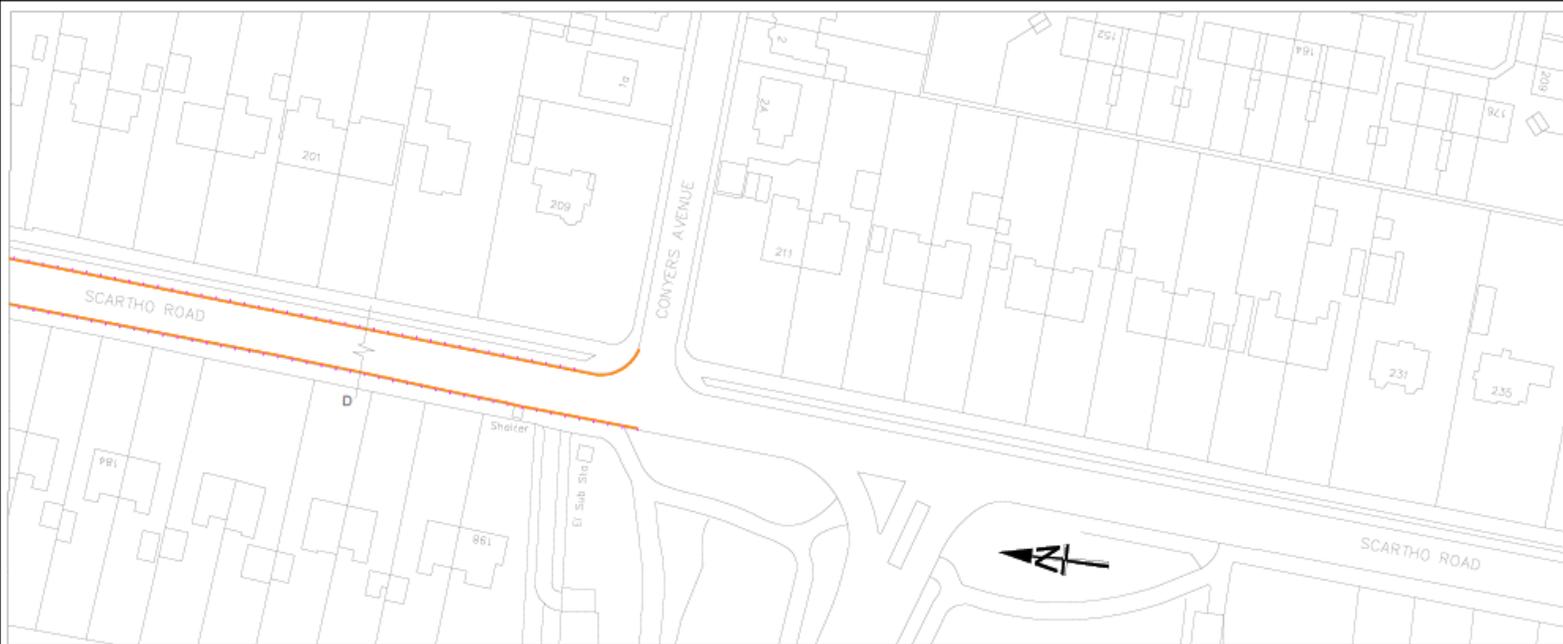
STREET	SIDE	LENGTHS OF ROAD
A1243 SCARTH ROAD	Easterly kerblines	From a point 7m south of the Northerly property boundary of No.1 SCARTH ROAD in a southerly direction to a point 9m north of the

		extended Northerly kerbline of CONYERS AVENUE.
A1243 SCARTH ROAD	Westerly kerbline	From a point 16m north of the Northerly property boundary of no.2 Scartho Road in a southerly direction to a point 5m south of the extended Northerly kerbline of CONYERS AVENUE.

19-05A

EXPERIMENTAL TRAFFIC REGULATION ORDER

SCARTH ROAD CONGESTION RELIEF



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KEY

No Waiting at Any Time (Double yellow lines)	
No Loading/Unloading 8:30am and 3:30pm (Single back markings)	
Out-Line	

Letter	Amendment	Drawn	Date

NORTH EAST LINCOLNSHIRE COUNCIL

EXPERIMENTAL TRAFFIC REGULATION ORDER
19-05A-SCARTH ROAD, GRIMSBY

CONGESTION RELIEF:
TRIAL BUS LANE REMOVAL AND
INTRODUCTION OF PROHIBITION OF WAITING & LOADING

APPROVED BY:	DATE:	EXPIRES:
NOV 2018	20.11.18	18.10.19
AL (M) + M	N.T.S.	ETRO - 19-05A (3)