

## **PORTFOLIO HOLDER – ENVIRONMENT & TRANSPORT**

<b>DATE</b>	9 <sup>th</sup> August 2021
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
<b>RESPONSIBLE OFFICER</b>	Sharon Wroot, Executive Director for Environment, Economy and Resources
<b>SUBJECT</b>	Traffic Regulation Order 21-02: Hobson Way, Grimsby - Proposed 24 Hour Clearway.
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 08/21/06

### **CONTRIBUTION TO OUR AIMS**

The introduction of a clearway will make significant contributions to the Council's 'Strong Economy' 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 on Hobson Way and Laporte Road to support the Grimsby to Immingham Cycle Superhighway Project and to facilitate the continuation of the clearway restrictions implemented under the SHIIP Project.

### **RECOMMENDATIONS**

1. It is recommended that subject to formal consultation and no material objections being received:
  - a) Approval is granted for the making of a Traffic Regulation Order for the introduction of a 24-hour Rural Clearway, as shown on drawing TR-21-03-A to Appendix 1.
  - b) In the event that there are unresolved objections, these are referred to the Portfolio Holder for determination and decision as to whether the Traffic Regulation Order be confirmed.

### **REASONS FOR DECISION**

The clearway is required to ensure the efficient and safe movement of traffic along Hobson Way and Laporte Road, and to support the Grimsby to Immingham Cycle Superhighway Project.

#### **1. BACKGROUND AND ISSUES**

- 1.1 In spring 2020 the GLLEP contacted local authorities requesting potential schemes for a new Government fund. The 'Getting Building Fund' is part of the Government's post COVID-19 response and is aimed at delivering "shovel

“ready” schemes. In response the North East Lincolnshire Council submitted an Expression of Interest for £2.243m of LEP funding to deliver three new sections of cycle infrastructure in the area between Grimsby and Immingham ports along the South Humber Bank.

1.2 The three elements of the project are:

- Immingham town centre to Stallingborough Industrial Site, via the Kings Road and the A1173.
- A180 Westgate between Lockhill roundabout and Westgate roundabout.
- Hobson Way between the South Humber Bank link road and the junction with South Marsh Lane.

1.3 The scheme will support sustainable access to employment and training opportunities along the South Humber Bank, including helping to deliver the SHIIP site near Stallingborough and the Humber Gate & Great Coates Industrial Park site. Between them, these sites have the potential to support over 4,000 new jobs and thousands of new training opportunities in the near future. Providing a high-quality cycle link between these sites and the towns of Immingham and Grimsby will help residents access these opportunities, many of whom may live in the more deprived areas of the Borough and who may not have access to their own private car. The new infrastructure will help these people access opportunities that may not have been available to them previously. As well as supporting accessibility to new development sites the new cycle links will also support the businesses that are already located along the South Humber Bank.

1.4 The scheme also has significant road safety benefits, the industrial roads are already dominated by HGV traffic and the opening of the South Humber Bank Link Road later this year will add further traffic. Providing cyclists with their own space away from other traffic will make it safer and more attractive for people to cycle to work. This in turn helps reduce both the environmental impact of journeys to work but also means that there are less cars on the roads and less congestion that can often cause a direct cost to business traffic.

1.5 The usable carriageway width on Hobson Way and Laporte Road 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.

1.6 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 these routes and will facilitate the continuation of the clearway restrictions to be implemented on Kiln Lane, Stallingborough and Queens Road, Immingham under the SHIIP Project.

The restriction applies to the main running lane(s) of the carriageway, slip roads and any acceleration or deceleration splays. It does not apply to verges, footways, lay-bys, and other highway areas.

- 1.7 Informal written consultation was undertaken with businesses and residents in the immediate area. In addition, an online engagement survey was set up providing the opportunity for the wider public to submit any feedback. The proposals did not receive any objections.

## **2. RISKS AND OPPORTUNITIES**

### **2.1 Should this proposal be implemented, the opportunities are:**

- The new cycling infrastructure on Hobson Way will be supported by the introduction of a clearway to facilitate a safer environment for all road users and enable suitable and expedient traffic movement.
- The introduction of a clearway restriction on Hobson Way and Laporte Road will facilitate a continuation of the clearway restrictions to be implemented on surrounding routes, ensuring free flow of traffic movement to the docks and the businesses along the South Humber Bank.
- A Clearway is supported by a Traffic Regulation Order enabling enforcement by both the Council's Civil Enforcement Officers (CEOs) and the Police.

### **2.2 Should these proposals be implemented, the risks are:**

- Although Clearways can be enforced by both CEOs and the Police, due to the remote location of Hobson Way, HGVs are more likely to park in the area overnight, meaning that CEOs may not visit this area with any frequency, Enforcement may therefore be reliant on attendance by the Police to routinely monitor these locations.
- Consideration should be given to ensure there is sufficient resource available to regularly attend the location and deal with any vehicles that are found to be in contravention of the restrictions.

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

- The Council does not meet its statutory obligation to manage the Highway Network.
- Roadside parking takes place, impeding traffic movements, blocking sight lines, and increasing road safety risk.

## **3. OTHER OPTIONS CONSIDERED**

- 3.1 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.
- 3.2 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 Clearways prevent stopping on the carriageway which may be 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.
- 4.2 If the recommendations of this report are approved, 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.
- 4.3 All proposed clearway restriction will be clearly displayed using traffic signs. The types of signs to be introduced are prescribed under legislation and used both in other areas of the borough and nationally, so should be easily identifiable and understood by drivers.
- 4.4 Additional 'repeater' signs are proposed around the main areas of concern to reinforce the measures in place. Wherever possible existing lighting columns, traffic posts and other items of street furniture will be utilised to minimise the installation of additional posts and the visual intrusion this would create.

#### **5. FINANCIAL CONSIDERATIONS**

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

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

There is not perceived to be any significant climate change implications as a result of the scheme however, the introduction of the clearway should ensure the free flow of traffic along Hobson Way and Laporte Road by removing the potential for parking in the carriageway.

#### **7. CONSULTATION WITH SCRUTINY**

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

#### **8. FINANCIAL IMPLICATIONS**

The cost of the works and services will be met from within the capital budget for the scheme.

#### **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 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.
- 9.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 9.4 If it is decided to make the TRO notwithstanding any objections once 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 Ward.

## **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)**

Mark Nearney – Assistant Director of Housing, Highways and Transport – NELC. Telephone: (01472) 323105

Debbie Swatman – Traffic Team Manager – ENGIE  
Telephone: (01472) 324514

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

## Appendix 1



