

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	9 th August 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Sharon Wroot, Executive Director for Environment, Economy and Resources
SUBJECT	Proposed Amendment to 50mph Speed Limit – A180 Westgate, Grimsby.
STATUS	Open
FORWARD PLAN REF NO.	PHET 08/21/04

CONTRIBUTION TO OUR AIMS

Taking steps to reduce the speed limit to help support the safe introduction of a new shared cycleway / footway facility will contribute to all five of the key outcomes identified for the people of NELC: *'enjoy and benefit from a strong economy'*, *'feel safe and are safe'*, *'enjoy good health and wellbeing'*, *'benefit from sustainable communities'* and *'fulfil their potential through skills and learning'*.

The proposed speed limit changes will support the implementation of the new cycleway adjacent to the A180 and encourage more people to access employment and training opportunities along the South Humber Bank, via more environmentally friendly modes of travel.

EXECUTIVE SUMMARY

The Local Authority has secured Government funding from the Local Enterprise Partnership (LEP), supplemented by LTP spend, for the delivery of new cycle infrastructure to support existing business and new development along the South Humber Bank.

To support these works a reduction in the extent of the existing 50mph speed limit on the A180 Westgate, between Westgate roundabout and Lockhill roundabout proposed, to create a safer environment for users of the new facilities.

RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted to the making of a Speed Limit (revocation) Order that reduces part of the 50mph Speed Limit in place on a section of A180 Westgate to 30mph, as detailed in Schedule 1 to Appendix 1 and shown on the drawing to Appendix 2.
- b) In the event there are unresolved material objections to the Speed Limit (revocation) Order, 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

To improve the safety of all road users, particularly those who intend to use the new shared cycleway / footway infrastructure on the A180 Westgate.

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.
- 1.2 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. A180 Westgate between Lockhill roundabout and Westgate roundabout was one of three elements connected with this scheme.
- 1.3 The overall 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.
- 1.4 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.
- 1.5 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.
- 1.6 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, which can often be to the detriment of business traffic.
- 1.7 The A180 Westgate, between Westgate Roundabout and Lockhill Roundabout currently has a 50mph speed limit. The speed limit reverts to 30mph at the Lockhill Roundabout junction onward towards Cleethorpes.

It is proposed to amend the speed limits by reducing the extent of the 50mph and increasing the extent of the 30mph to commence to the west of Alexandra Dock Bridge, as detailed in Schedule 1 of Appendix 1 and shown indicatively on the drawing to Appendix 2.

2. RISKS AND OPPORTUNITIES

2.1 Should the proposals not be implemented, the risks are:

- The new cycleway / footway will not operate in an environment that is as safe as it could be and failure to implement a lower speed limit would be against road safety recommendation. With higher driving speeds, the number of Personal Injury Collisions (PICs) and the severity of which increase disproportionately for cyclists and pedestrians, particularly given the perceived increase in those types of vulnerable road users using the route.
- Cyclists may choose to find an alternative route to their destination, resulting in poor usage of the new cycle facility.

2.2 Should the proposals be implemented, the risks are:

- Drivers may not adhere to the revised 30mph speed limit resulting in vehicles travelling at an inappropriate speed.

2.3 Should the proposals be implemented, the opportunities are:

- To significantly reduce the potential risk of fatality or serious injury to cyclists involved in a collision with a car.
- To improve the road environment to encourage cycling as an alternative, safe travel option available to all and not just the 'brave and fit'.
- Cyclists feel safer when cycling on the shared cycleway / footway, alongside the carriageway.
- The promotion of a cycling culture within the area, encouraging road users to become more aware of the presence of new cycling infrastructure by a change in the environment and a reduction to the speed limit.

3. OTHER OPTIONS CONSIDERED

3.1 Reduce the speed limit to 40mph on Westgate between Alexandra Dock Bridge and Lockhill Roundabout – Although still seen as an improvement to the current situation, a 10mph speed limit reduction would not be enough to have any significant benefit to reducing the severity of collisions involving cyclists, particularly given the short length of road concerned.

3.2 Reduce the speed limit to 40mph along the full extent of Westgate between Westgate Roundabout and Lockhill Roundabout – This is not deemed to be an essential requirement for the introduction of the cycle facility, the current posted 50mph speed limit could be retained to meet the design standards. From a road safety perspective there is no current data to suggest reducing the speed limit along full extent of Westgate is justified, given the nature of the route. Significant additional measures would be required to ensure drivers adhere to a 40mph limit.

The remaining section of Westgate should therefore be retained as 50mph which will also provide consistency with the section of the A180 between Pyewipe Roundabout and Lockhill Roundabout.

3.3 Reduce the speed limit to 20mph – 20mph speed limits are regarded as being particularly safe for cyclists. However, A180 Westgate is a primary 'dual carriageway' route on approach to Grimsby Town Centre, a speed limit of

anything lower than 30mph is considered inappropriate given the nature of the road and volume of traffic using it. Additional extensive measures would also be required to ensure a 20mph speed limit is self-enforcing, again this would be out of character for the area concerned.

- 3.4 **Do not reduce the speed limit** – The shared cycleway / footway will be constructed alongside the carriageway and the existing 50mph speed limit would remain. Providing an off-road facility for cyclists will mitigate most of the risks associated with these vulnerable road users mixing with traffic. Although the probability of a collision between a cyclist and vehicle travelling at 50mph has been greatly reduced by moving cyclists off carriageway, the severity of any resulting injuries is likely to be greater than if the vehicle were travelling at a lower speed.

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 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.
- 4.3 The NELC public website will be updated following the decision.

5. FINANCIAL CONSIDERATIONS

- 5.1 The overall scheme will be funded by both LEP and LTP. The cost of any public notices associated with the advertisement of the Speed Limit changes and introduction of Shared Cycleway / Footway infrastructure are covered through the Council's Regeneration Partnership arrangement with ENGIE.
- 5.2 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).
- 5.3 The new terminal point of the extended 30mph speed limit will be signed accordingly and any existing 50mph repeater signs in the affected section removed. The use of repeater signs on 30mph roads that have a system of street lighting (restricted roads) is prohibited.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals are expected to encourage more environmentally friendly modes

of travel than the standard car i.e. cycling and walking, which are much better for the environment. Taking steps to reduce the speed limit to make these types of journeys safer will maximise the potential number of people who adopt such alternative commuting methods.

- 6.2 Higher speed is often perceived to bring benefits in terms of shorter travel times for people and goods. However, evidence suggests that when traffic is travelling at constant speeds, even at a lower level as in this case, it may result in shorter and more reliable overall journey times, and that journey time savings from higher speed limits are often overestimated.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

There are no direct financial implications to the Council, as the related costs will be incurred by Engie as part of the Regeneration Partnership.

9. LEGAL IMPLICATIONS

- 9.1 Under Section 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.
- 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 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 development within West Marsh.

12. BACKGROUND PAPERS

Local Authorities' Traffic Orders (Procedure) (England and Wales)
Regulations 1996

<http://www.legislation.gov.uk/ukxi/1996/2489/made>

Road Traffic Regulation Act 1984

<http://www.legislation.gov.uk/ukpga/1984/27>

13. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

Schedule 1

“50mph Speed Limit - Revocation”

<u>Order</u>	<u>Ref.</u>	<u>ROAD</u>	<u>EXTENT</u>
The North East Lincolnshire Borough Council (50mph Speed Limit) (A180 Westgate, Grimsby) (No. 12-14) Order 2012	98GY95010	A180 WESTGATE	From a point 356 metres west of the centre of the LOCKHILL ROUNDABOUT (junction of CLEETHORPE ROAD, LOCKHILL ROAD and VICTORIA STREET NORTH with the A180) to a point 30 metres west of the centre of the LOCKHILL ROUNDABOUT (junction of CLEETHORPE ROAD, LOCKHILL ROAD and VICTORIA STREET NORTH with the A180) – a distance of 326 metres.

Appendix 2

