

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	11 January 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Clive Tritton, Director of Economy, Growth and Environment
SUBJECT	Traffic Regulation Order 20-04 – Bolingbroke Road
STATUS	Open
FORWARD PLAN REF NO.	PHET 01/21/02

CONTRIBUTION TO OUR AIMS

The recommendations of this report will contribute to the Council's aim of improving the Health and Wellbeing of all road users, residents and visitors to the area by creating and maintaining a safer environment.

EXECUTIVE SUMMARY

It is proposed to introduce a Traffic Regulation Order (TRO) for 'No Waiting at Any Time' restrictions (double yellow lines) on Bolingbroke Road between Chichester Road and Ravendale Road and at the Ravendale Road / Bolingbroke Road junction.

RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted to the making of a 'Prohibition of Waiting – No Waiting at Any Time' TRO as listed in Schedule 1 of Appendix 1 and shown on drawing TR-20-04-B of Appendix 2.
- b) In the event there are unresolved material objections to the Order, these are referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

To reduce vehicle conflict, improve visibility and access / egress of larger vehicles, as well as ensuring access to properties can be maintained by residents.

The proposals will also improve traffic flow, particularly between Chichester Road and Ravendale Road.

1. BACKGROUND AND ISSUES

- 1.1 Bolingbroke Road is situated within the resort of Cleethorpes, a short walk from the seafront and other tourist attractions. It is thereby one of the many residential streets that suffer the effects of 'seasonal parking', with reports of congestion during the summer months, weekends and when events are

scheduled. The majority of properties on Bolingbroke Road have access to off-street parking, in some cases this is sufficient to accommodate multiple vehicles.

- 1.2 Residents had originally reported issues regarding the parking conditions on the initial section of Bolingbroke Road when accessing from Chichester Road, in 2017. Residents subsequently submitted a petition to the Council's Highway and Transport department in October of the same year. Various options were suggested by the petitioners as potential solutions to the reported issues.
- 1.3 The section of Bolingbroke Road between its junctions with Chichester Road and Ravendale Road is becoming an increasing concern for residents, particularly around ensuring unhindered access for larger vehicles, such as emergency service and refuse wagons, as a result of parking along both kerblines.
- 1.4 A number of Bolingbroke Road residents have also expressed difficulty with the access / egress of their private driveways, due to the manner in which some drivers currently park. Although parked vehicles which directly block access to residential dropped footways can be enforced under Civil Parking Enforcement powers, without the need for additional restrictions, often it is the nature of parking elsewhere on the street which hinders manoeuvrability.
- 1.5 Preliminary informal consultation was carried out with 84no. properties on an initial scheme design between 31 March 2020 and 20 April 2020. The proposals looked to address the known issues and mitigate the impact of likely displaced parking further along Bolingbroke Road by protecting neighbouring junctions, turning head and bends where parking would not be ideal. Residents were encouraged to submit any feedback / comments they had in respect of that scheme layout.
- 1.6 34no. responses were received towards the first round of resident consultation. Five were in support of the proposals and 28 responses were not in support. One response was indifferent. Of the feedback received, 15 residents felt that restrictions should only be introduced on the initial section of Bolingbroke Road between Chichester Road and Ravendale Road, with only four responses suggesting that measures should be implemented along both kerblines.

The opinion of nine residents was that they did not perceive there to be a problem. There were also eight responses that expressed a preference for no action to be taken.

- 1.7 Following a review of all feedback received it was clear there was a demonstrable lack of support towards the original scheme layout. Officers had intended to hold a public meeting with residents and local Ward Councillors to discuss a suitable way forward, however the impact of the Covid-19 pandemic has unfortunately meant that we cannot confidently foresee when it would be safe to hold such a meeting. Discussions were therefore held with local Ward Councillors and amendments to the scheme proposals were agreed:

- a) The introduction of Double Yellow Lines (24hr Prohibition of Waiting) at

the junction of Bolingbroke Road.

- b) The existing Double Yellow Lines at the junction of Bolingbroke Road with Chichester Road will be extended along the south-westerly kerbline to its junction with Ravendale Road, to meet with the measures detailed in a) above.

On 26 October 2020 residents were again written to, advising them of the amended proposal.

- 1.8 Of the 84 outgoing letters, feedback towards the revised scheme design was received from just three properties, a return rate of 3.5%.

Two of the responses believe double yellow lines should instead be introduced along the side which houses the 'odd numbered' properties (north-easterly kerbline).

One response also highlighted concerns over the displacement of parking and has fears that the proposals will make the current situation worse for them.

One respondent believes it would be best if nothing was changed however, the revised measures are preferable to those proposed in March 2020. The resident also has concerns that the removal of any parking may lead to an increase in vehicle speeds.

- 1.9 Despite the low level of feedback provided by residents towards the current scheme layout, Ward Councillors were in full support of the proposals put forward and have requested that the scheme is progressed.

- 1.10 Although the purpose of the highway is to allow vehicles to pass and repass and there is no expressed right to park. The intention of the scheme is to address residents concerns without unduly impacting multi-vehicle properties, who may be reliant upon the current on-street parking provision.

2. RISKS AND OPPORTUNITIES

2.1 Should these proposals be adopted, the opportunities are:

- To better control parking and the free flow of traffic along the initial section of Bolingbroke Road, close to junction with Chichester Road.
- To improve visibility at the key junction of Bolingbroke Road with Ravendale Road, which is close to the reported issues, through the introduction of robust 'No Waiting at Any Time' restrictions. These measures are aligned to rule 243 of the Highway Code which states 'Do not stop or park within 10 metres of a junction'.
- To provide easier and safer access to residences where the issue of parked vehicles is most prevalent.

2.2 Should these proposals be adopted, the risks are:

- There is a reduction in on-street parking capacity where double yellow lines are to be introduced. This is not perceived to be a significant issue as most properties on Bolingbroke Road have access to off-street parking (driveway

or garage).

- Some level of visitor parking may be displaced into surrounding residential streets. It is likely that adjacent residential streets already experience a moderate level of parking during the summer months, any increase would not be detrimental due to the short lengths of restrictions that are to be introduced on Bolingbroke Road.
- The success of any new parking restrictions is somewhat dependant on the availability of Civil Parking Enforcement resource. To be effective the measures should be regularly patrolled by Civil Enforcement Officers and action taken against any vehicles parked in contravention. This may impact on their ability to enforce other areas of the borough.
- National exemptions exist which allow parking on 'No Waiting' restrictions for very specific purposes. The most notable of which is the exemption afforded to Blue Badge Holders (disabled persons), which allows parking for up to three hours. It is unlikely that there will be many vehicles displaying such exemption at this location, given that it is a reasonable distance from the main tourist areas. There are other closer alternative parking options available in more accessible locations for such users.

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

- That parking in Bolingbroke Road will remain unregulated, resulting in the continued risk of access issues for emergency service and refuse vehicles.
- Access difficulties for local residents to private driveways will not be addressed.
- The road width of Bolingbroke Road may be further reduced by the presence of parked vehicles along both kerblines. This has the potential to cause obstruction to the free flow of traffic along the road.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing – The issues reported by residents would not be addressed. Parking along the extent of Bolingbroke would not be controlled and may continue to pose access issues for larger vehicles and to private driveways.

3.2 Introduce key safety restrictions only – All measures proposed are deemed to mitigate potential road safety risks, whilst at the same time not being too onerous for residents who may be reliant on available on-street parking.

3.3 Introduce additional timed 'No Waiting' restrictions along sections of Bolingbroke Road – As part of an earlier scheme layout additional measures were put forward for the introduction of single yellow line restrictions, to stagger parking during peak times along both kerblines. The reported problems could be displaced further along Bolingbroke where they are just as likely to cause issues. By restricting the level of parking when volumes are likely to be higher this will reduce the potential for other residents to encounter similar difficulties. Similarly, the retention of parking is widely regarded as having an informal traffic calming effect.

Such previous proposals were however not met favourably by residents and have not been progressed.

- 3.4 **Introduce 'No Loading' restrictions** – Although recognised as effective and easily enforced, this type of restriction is considered to be out of place in a residential area. Such restrictions require additional road markings and the provision of upright signs. 'No loading' restrictions are also more prohibitive than 'No Waiting' restrictions and do not provide the exemptions that local residents may rely on, namely loading and unloading.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 It is expected there will be little potential for negative reputational implications resulting from the decision. The proposals are as a direct result of a request by residents and Ward Councillors to address parking issues on Bolingbroke Road, who have already been made aware of the intention to progress the recommended scheme.
- 4.2 The purpose of the highway is to allow vehicles to pass and repass. There is no expressed right to park, although every effort has been made to retain some on-street parking provision at the request of residents.
- 4.3 Any displaced parking can be accommodated in the numerous surrounding unrestricted streets, a short distance away.
- 4.4 All proposed restrictions will be clearly marked on street. The types of markings to be introduced are common throughout the country, so are easily identifiable and understood by drivers.
- 4.5 Previous communication has been undertaken with Ward Councillors and residents in the area, which has included informal consultation on the current and previous scheme designs.

In addition, 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.

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 restrictions may encourage some visitors to Cleethorpes seafront, who live close by, to make such short journeys by other means. This may be in the form of cycling, walking or utilising local public transport.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

There are no significant financial implications arising from the recommendations detailed within this report.

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 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 Haverstoe Ward.

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>

The Highway Code
<https://www.gov.uk/guidance/the-highway-code>

13. CONTACT OFFICER(S)

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PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

Schedule 1 – Prohibition of Waiting

No Waiting at Any Time (Double Yellow Lines)

<u>Street</u>	<u>Side</u>	<u>Extent</u>
Bolingbroke Road	South-west	From a point 16.6 metres south-east of the south-easterly kerbline of Chichester Road, in a south-easterly direction to a point 11 metres south-east of the south-easterly kerbline of Ravendale Road, a distance of 77.9 metres.
Ravendale Road	North-west	From the south-westerly kerbline of Bolingbroke Road in a south-westerly direction for a distance of 15 metres.
Ravendale Road	South-east	From the south-westerly kerbline of Bolingbroke Road in a south-westerly direction for a distance of 15.2 metres.

APPENDIX 2

