

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 20-03: No Waiting at Any Time - Various Streets
STATUS	Open
FORWARD PLAN REF NO.	PHET 11/20/02

CONTRIBUTION TO OUR AIMS

The introduction of 24 hour Prohibition of Waiting (double yellow lines) at a number of locations in the Borough, 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

In order to address road safety concerns it is proposed to introduce new or extended 24 hour Prohibition of Waiting restrictions at a number of identified junctions in the Borough.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order to revoke the current 24 hour Prohibition of Waiting (double yellow line) restrictions as detailed in Schedule 1 to Appendix 1.
- b) Approval be granted to the making of a Traffic Regulation Order to introduce 24 hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in the Schedule 2 to Appendix 1 and shown indicatively on the drawings 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

The introduction or extension of existing of 24 hour Prohibition of Waiting restrictions is proposed in order to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers exiting or egressing the junctions identified.

1. BACKGROUND AND ISSUES

1.1 The Traffic Team have been asked to introduce parking restrictions at various

junctions in the Borough identified by residents, Ward Councillors and Parish Councils, after raising road safety concerns associated with vehicles parking in and around them. This practice is affecting safe access and egress by reducing visibility thereby increasing the likelihood of collisions.

- 1.2 Informal consultation has taken place with the properties in the immediate vicinity of each of the proposals which commenced on 13th January 2021, for a period of three weeks. A total of three responses were received – two in support and one objection relating to the Peaks Avenue proposal. The objection was on the basis that they do not believe that there are any issues regarding parked vehicles on the junction, but they believe there is an issue of speeding vehicles on Peaks Lane.

New Waltham

- 1.3 Concerns were reported by local ward councillors regarding parking at a number of locations within the village, mainly associated with parking around schools at pick up and drop off times.
- 1.4 The specific locations are:
 - Peaks Avenue/Peaks Lane junction,
 - Countess Close/Peaks Lane junction,
 - Marquis Avenue/Baron Avenue junction and
 - Trafalgar Park/Peaks Lane junction.
- 1.5 Assessment of the above locations has also identified the requirement to address visibility concerns at the Marquis Avenue/ Peaks Lane junction.
- 1.6 It is proposed to introduce new 24 hour Prohibition of Waiting restrictions at each of these above junctions, the extent of which is detailed in the drawings (refs; TRO 20-03/1, TR-20-03-06-1, TR-20-03-03, and TR-20-03-02 respectively) in Appendix 2.
- 1.7 Following feedback received from the residents consulted, the proposed extent of the restrictions on Trafalgar Park has been increased from 17 metres to 20 metres along each kerb line to cover the access to property numbers 2, 4 and 6.
- 1.8 In addition and again as a result of feedback received, the proposed extent of the restrictions on the Countess Close junction with Peaks Lane have been reduced from 14 metres both sides to 6.5 metres on the northern kerb line and 7.3 metres on the southern kerb line.
- 1.9 No feedback was received from residents regarding the proposals on the Peaks Lane/ Peaks Avenue junction or Marquis Avenue/ Baron Avenue junctions.
- 1.10 Ward Councillors are in support of the proposals.

Waltham

- 1.4 Concerns were reported by the Parish Council regarding vehicles parking on New Road, which are obstructing access for delivery vehicles to the Spar convenience store.
- 1.5 It is proposed to extend the current 24 hour Prohibition of Waiting restrictions on New Road to enable access for delivery vehicles and introduce additional 24 hour Prohibition of Waiting restrictions at the Cross Street/New Road junction, the extent of which is detailed in the drawing (ref; TR-20-03-04) in Appendix 2. The existing restrictions will be revoked, and a new traffic regulation order made.
- 1.6 Consultation has been undertaken with residents and no feedback has been received. The Parish Council are in support of the proposals.

Granville Street

- 1.7 Concerns were raised by local residents regarding parking issues affecting visibility at the Granville Street junction with Hainton Avenue.
- 1.8 It is proposed to extend the existing 24 hour Prohibition of Waiting restrictions on Granville Street, the extent of which is detailed in the drawing (ref; TR-20-03-05) in Appendix 2. The existing restrictions on Granville Street will be revoked and a new traffic regulation order made.
- 1.9 Consultation has been undertaken with affected residents and no feedback has been received.

2. RISKS AND OPPORTUNITIES

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

- That visibility for all road users, particularly those who are vulnerable may be impaired as a result of parked vehicles increasing the likelihood of accidents and/or collisions

2.2 Should this proposal be adopted, the opportunities are:

- To implement restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To prevent parking and improve visibility.
- To provide traffic flow benefits.
- To give improved visibility for pedestrians of approaching vehicles and vice versa.
- By introducing mandatory restrictions which are fully backed by a legal Traffic Regulation Order will enable the NELC Civil Enforcement Team to enforce any vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended given the road safety issues identified.

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 given that the YMCA development along with any associated changes to the highway infrastructure, has already been given formal Planning consent. The proposed restrictions simply seek to support those changes and ensure that any potential road safety risks are reduced.
- 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 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

- 5.1 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

- 6.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

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

9. LEGAL IMPLICATIONS

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.

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 within multiple Wards.

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)

Mark Nearney, Assistant Director of Housing, Highways and Transport, 01472 324122

Debbie Swatman, Traffic Team Manager, ENGIE, 01472 324514

COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

SCHEDULE 1 - Revocations

“24 Hour Prohibition of Waiting”

ROAD	SIDE	EXTENT
Granville Street	NORTHERN KERB LINE	From the north eastern kerb line of Hainton Avenue in an easterly direction for a distance of 4.8 metres
Granville Street	SOUTHERN KERB LINE	From the north eastern kerb line of Hainton Avenue in an easterly direction for a distance of 4.5 metres
New Road	EASTERN KERB LINE	From the northern kerb line of Cross Street in a northerly direction for a distance of 15.1 metres
Cross Street	NORTHERN KERB LINE	From the eastern kerb line of New Road in an easterly direction for a distance of 3.3 metres

SCHEDULE 1

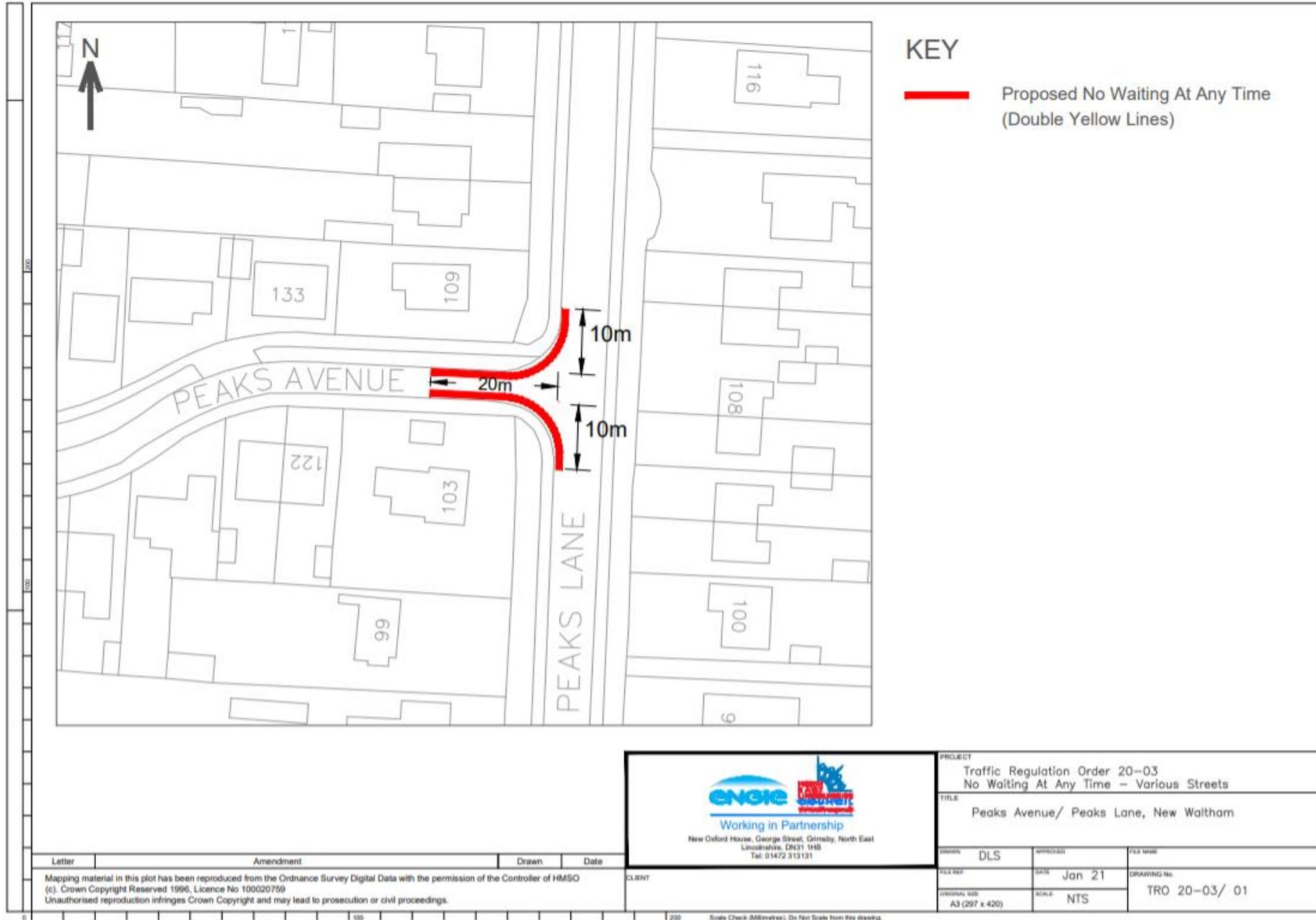
“24 Hour Prohibition of Waiting”

ROAD	SIDE	EXTENT
Trafalgar Park	NORTHERN KERB LINE	From the eastern kerb line of Peaks Lane in an easterly direction for a distance of 20 metres
Trafalgar Park	SOUTHERN KERB LINE	From the eastern kerb line of Peaks Lane in an easterly direction for a distance of 20 metres
Peaks Lane	EASTERN KERB LINE	From the northern kerb line of Trafalgar Park in a northerly direction for a distance of 15 metres
Peaks Lane	EASTERN KERB LINE	From the southern kerb line of Trafalgar Park in a southerly direction for a distance of 15 metres
Countess Close	NORTHERN KERB LINE	From the western kerb line of Peaks Lane in a westerly direction for a distance of 6.5 metres
Countess Close	SOUTHERN KERB LINE	From the western kerb line of Peaks Lane in a westerly direction for a distance of 7.3 metres
Peaks Lane	WESTERN KERB LINE	From the northern kerb line of Countess Close in a northerly direction for a distance of 36.9 metres
Peaks Lane	WESTERN KERB LINE	From the southern kerb line of Countess Close in a southerly direction for a distance of 31.2 metres

Peaks Avenue	NORTHERN KERB LINE	From the western kerb line of Peaks Lane in a westerly direction for a distance of 20 metres
Peaks Avenue	SOUTHERN KERB LINE	From the western kerb line of Peaks Lane in a westerly direction for a distance of 20 metres
Peaks Lane	WESTERN KERB LINE	From the northern kerb line of Peaks Avenue in a northerly direction for a distance of 10 metres
Peaks Lane	WESTERN KERB LINE	From the southern kerb line of Peaks Avenue in a southerly direction for a distance of 10 metres
Marquis Avenue	NORTHERN KERB LINE	From the eastern kerb line of Peaks Lane in an easterly direction for a distance of 12.5 metres
Marquis Avenue	SOUTHERN KERB LINE	From the eastern kerb line of Peaks Lane in an easterly direction for a distance of 12.5 metres
Peaks Lane	EASTERN KERB LINE	From the northern kerb line of Marquis Avenue in a northerly direction for a distance of 24 metres
Peaks Lane	EASTERN KERB LINE	From the southern kerb line of Marquis Avenue in a southerly direction for a distance of 14 metres
Baron Avenue	WESTERN KERB LINE	From the northern kerb line of Marquis Avenue in a northerly direction for a distance of 13 metres
Baron Avenue	EASTERN KERB LINE	From the northern kerb line of Marquis Avenue in a northerly direction for a distance of 13 metres
Marquis Avenue	NORTHERN KERB LINE	From the western kerb line of Baron Avenue in a north westerly direction for a distance of 14 metres
Marquis Avenue	NORTHERN KERB LINE	From the eastern kerb line of Baron Avenue in a south easterly direction for 13 metres
Granville Street	NORTHERN KERB LINE	From the north-eastern kerb line of Hainton Avenue in an easterly direction for a distance of 15.8
Granville Street	SOUTHERN KERB LINE	From the north-eastern kerb line of Hainton Avenue in an easterly direction for a distance of 15.5
New Road	EASTERN KERB LINE	From the northern kerb line of Cross Street in a northerly direction for a distance of 26.1 metres
New Road	EASTERN KERB LINE	From the southern kerb line of Cross Street in a southerly direction for a distance of 10 metres
Cross Street	NORTHERN KERB LINE	From the eastern kerb line of New Road in an easterly direction for a distance of 10 metres

Cross Street	SOUTHERN KERB LINE	From the eastern kerb line of New Road in an easterly direction for a distance of 9.4 metres
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APPENDIX 2



PROJECT	Traffic Regulation Order 20-03 No Waiting At Any Time - Various Streets	
TITLE	Peaks Avenue/ Peaks Lane, New Waltham	

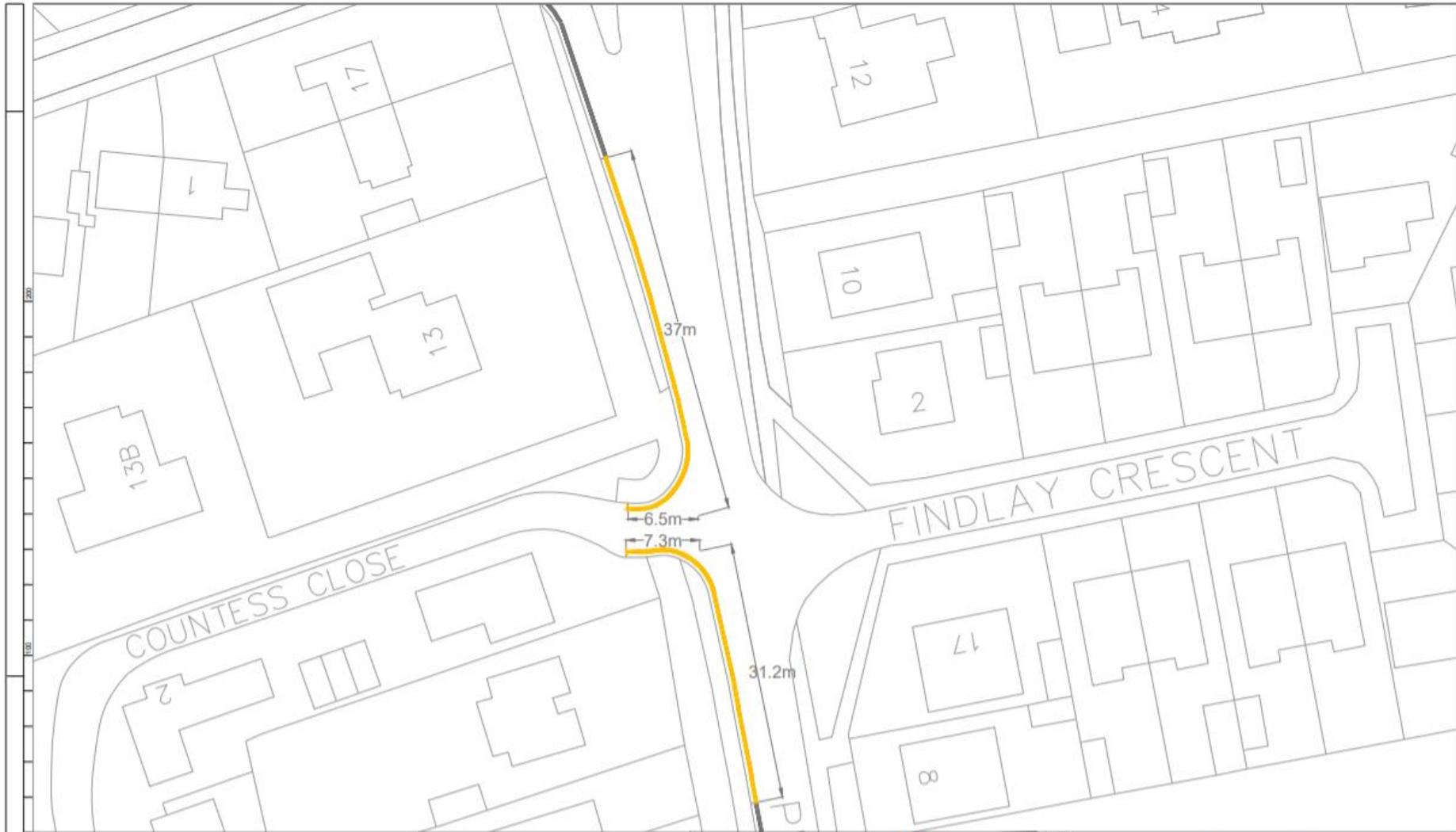
Letter	Amendment	Drawn	Date
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DRAWN	DLS	APPROVED		FILE NAME	
FILE REF		DATE	Jan 21	DRAWING No.	TRO 20-03/ 01
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS		

CLIENT

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



Key

- Proposed No Waiting at Any Time (Double Yellow Lines)
- Existing Restrictions

Letter	Amendment	Drawn	Date

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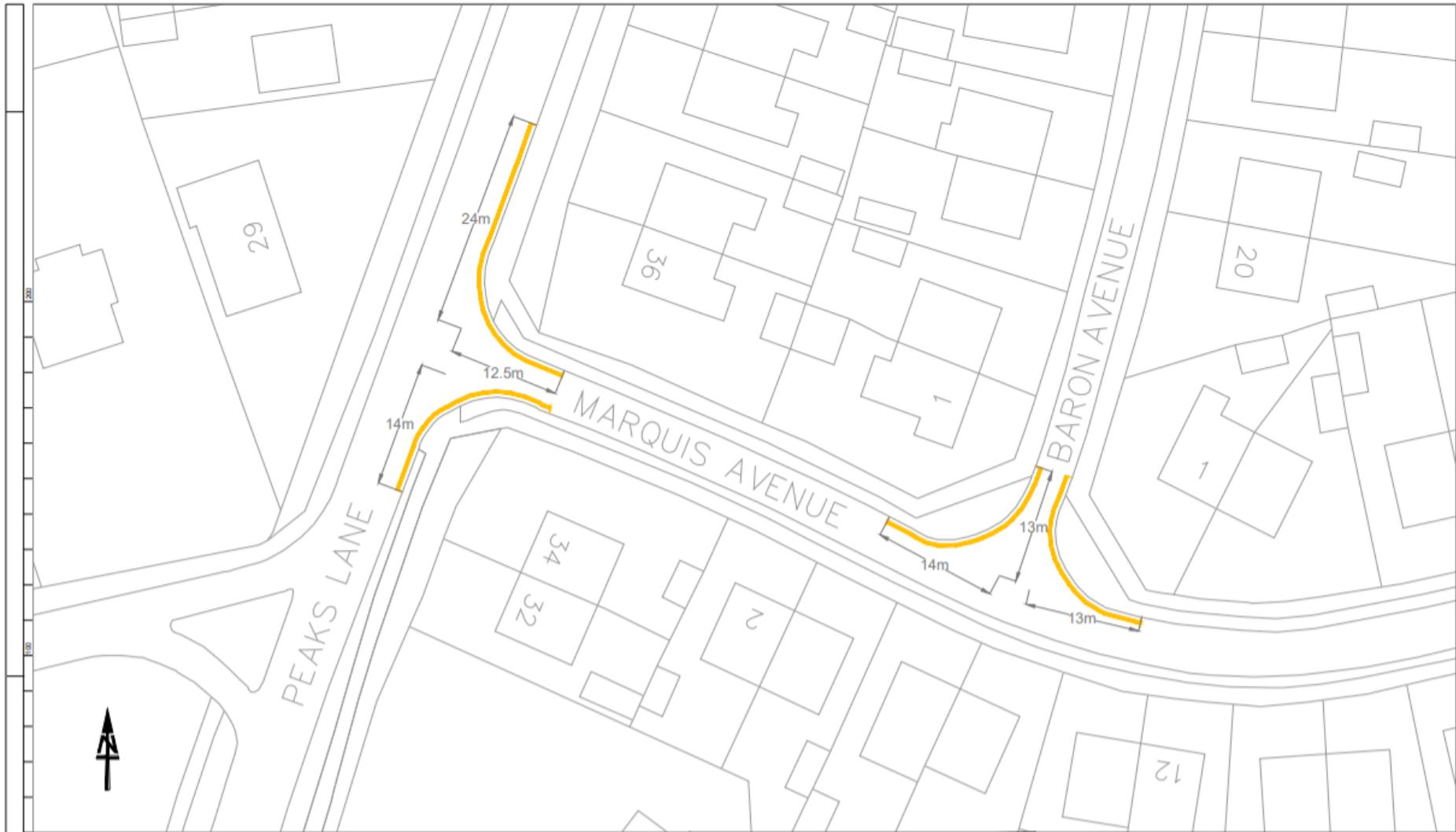

Working in Partnership
 New Oxford House, George Street, Grimsby, North East
 Lincolnshire, DN31 1HB
 Tel: 01472 313131

CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT
Area Wide TRO - 20-03

TITLE
**Countess Close/Peaks Lane
 Proposed NoWaiting at Any Time
 (Double Yellow Lines)**

DESIGN	APPROVED	FILE NAME
NH		
FILE REF	DATE	DRAWING No.
20-03	07/01/21	TR-20-03-06-1
ORIGINAL SIZE	SCALE	
A3 (297 x 420)	NTS	



Key

 Proposed No Waiting at Any Time (Double Yellow Lines)

Letter	Amendment	Drawn	Date

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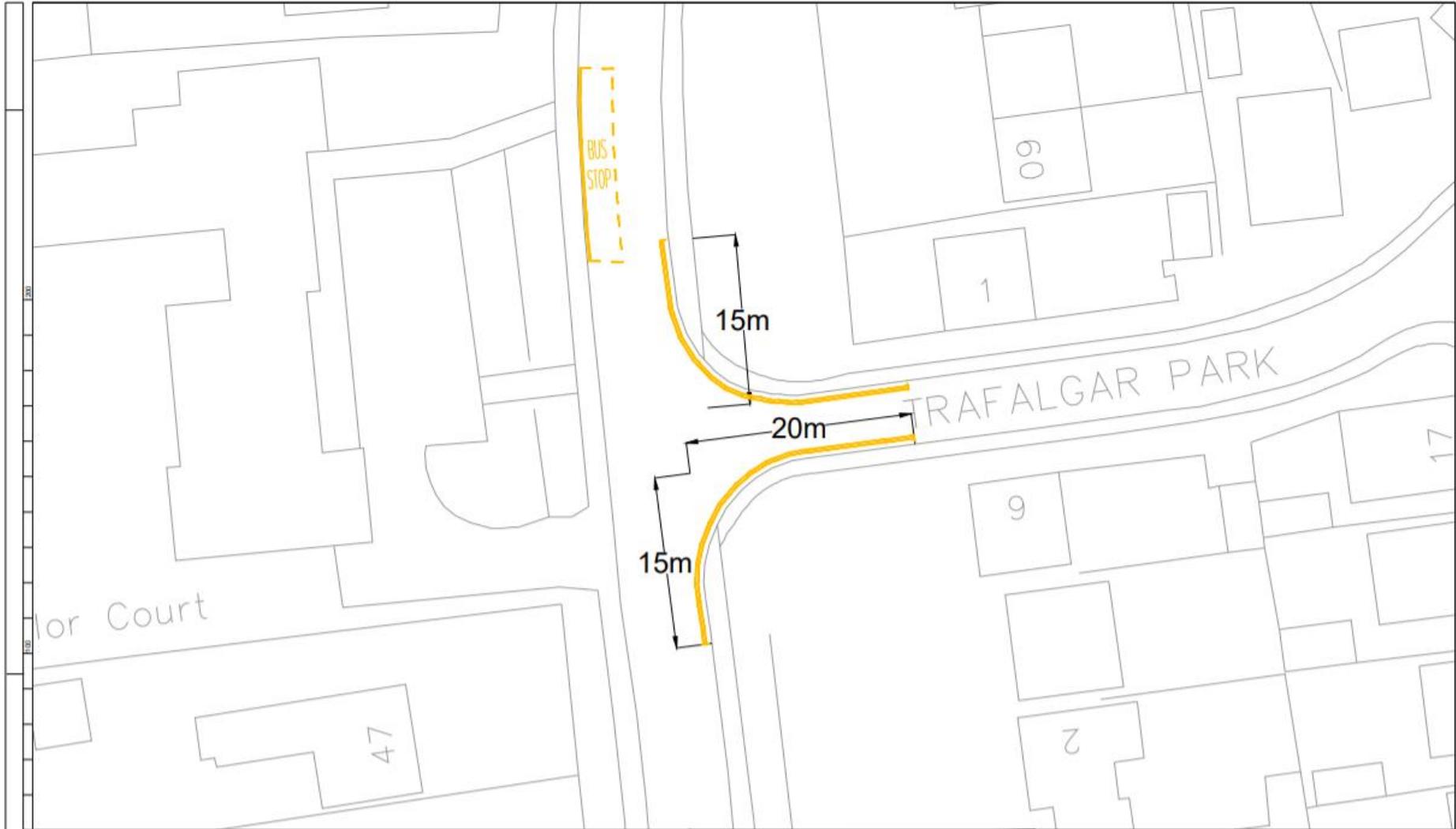
PROJECT
Area Wide TRO - 20-03

TITLE
**Marquis Avenue / Baron Avenue / Peaks Lane
 Proposed NoWaiting at Any Time
 (Double Yellow Lines)**

DESIGN	APPROVED
AB	
FILE REF: 20-03	DATE: 07/01/21
ORIGINAL SIZE: A3 (297 x 420)	SCALE: NTS

FILE NAME
 DRAWING No:
TR-20-03-03

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



Key

Proposed No Waiting at Any Time (Double Yellow Lines)



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PROJECT Area Wide TRO - 20-03

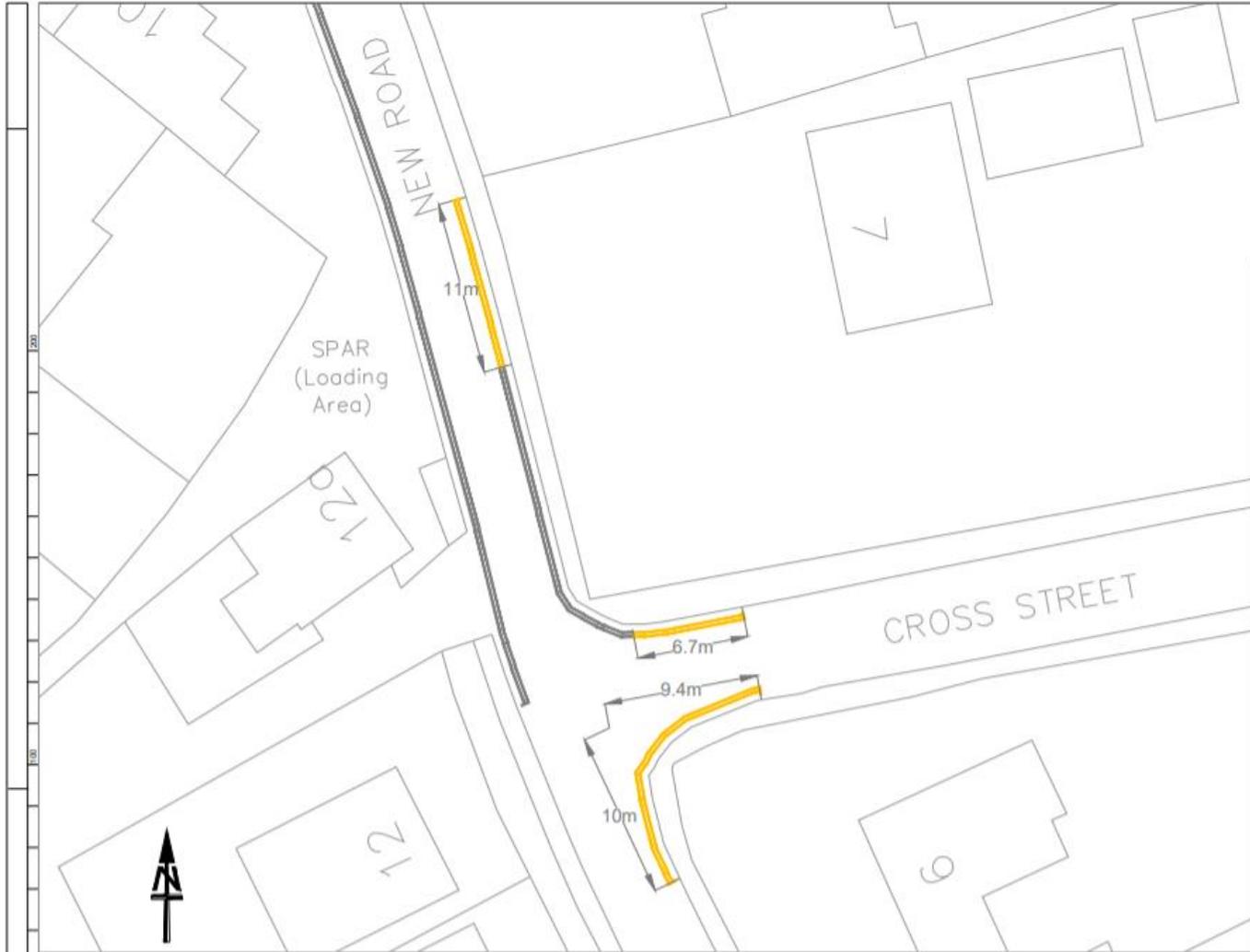
TITLE Trafalgar Park / Peaks Lane
 Proposed No Waiting at Any Time
 (Double Yellow Lines)

Letter	Amendment	Drawn	Date

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DESIGN	APPROVED	FILE NAME
AB		
FILE REF: 20-03	DATE: 07/01/21	DRAWING NO: TR-20-03-02
ORIGINAL SIZE: A3 (297 x 420)	SCALE: NTS	



Key

 Proposed No Waiting at Any Time (Double Yellow Lines)

 Existing No Waiting at Any Time (Double Yellow Lines) - to be retained

Letter	Amendment	Drawn	Date
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ENGIE
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CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT Area Wide TRO - 20-03		
TITLE New Road / Cross Street (Waltham) Proposed NoWaiting at Any Time (Double Yellow Lines)		
DRAWN AB	APPROVED	FILE NAME
FILE REF. 20-03	DATE 07/01/21	DRAWING No. TR-20-03-04
ORIGINAL SIZE A3 (297 x 420)	SCALE NTS	

Key:
 Proposed No Waiting At Time
 Existing No Waiting At Time



Letter	Amendment	Drawn	Date
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CLIENT
North East Lincolnshire Council

PROJECT Area Wide TRO - 20-21		
TITLE Granville Street Proposed No Waiting At Any Time		
DRIVER MCH	APPROVED	FILE NAME
FILE REF	DATE Dec 20	DRAWING No.
ORIGINAL SIZE A3 (297 x 420)	SCALE NTS	TR-20-03-05