

PORTFOLIO HOLDER
ENVIRONMENT AND
TRANSPORT
DECISION NOTICE

Publication Date: 12th January 2021

At the meeting of the Portfolio Holder – Environment and Transport, held on the 11th January 2021 the following matters were discussed. The decisions of the Portfolio Holder are set out below in each item along with reasons for the decision and other options considered.

DNPH.ETE.19

DECLARATIONS OF INTEREST

There were no declarations of interest made with regard to any items on the agenda.

DNPH.ETE.20

TRAFFIC REGULATION ORDER 20-04 – BOLINGBROKE ROAD

The Portfolio Holder considered a report that proposed to introduce 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

RESOLVED –

1) That subject to formal consultation and no material objections being received, approval was granted to the making of a 'Prohibition of Waiting – No Waiting at Any Time' TRO

2) That 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.

OTHER OPTIONS CONSIDERED –

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.

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.

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.

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.

DNPH.ETE.21

PEAKS LANE, GRIMSBY – EXPERIMENTAL TRAFFIC REGULATION ORDER (19-09): - NO WAITING AT ANY TIME

The Portfolio Holder considered a report to make permanent the No Waiting at Any Time restrictions introduced on Peaks Lane as an

ETRO has proven effective at improving visibility at junctions and controlling parking

RESOLVED – Approval was granted for the making of a permanent order which reproduces and continues in force indefinitely the provisions of ETRO 19-09.

REASONS FOR DECISION – The recommendations will ensure the continuation of the road safety benefits that the current restrictions provide, maintaining visibility and reducing the potential for vehicular conflict, thereby ensuring a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

The restrictions already introduced under the backing of the ETRO are proven to be the most effective measure to prevent parking at junctions and other private accesses which abut the highway.

The width of carriageway along Peaks Lane is largely consistent at 7.4 metres. In accordance with NELC Traffic Regulation Order Guidance on narrow streets, Peaks Lane could be suitable for the retention of parking along both kerblines, with some isolated sections of parking restrictions to protect junctions and provide suitable passing places.

A reduced length of “No Waiting at Any Time” restriction was considered for the eastern kerbline of Peaks Lane (north of Lea Drive) to retain a level of parking for visitors to local businesses and facilities. This would in turn alleviate the overflow parking observed on Lea Drive and provide informal traffic calming along Peaks Lane.

However, this option was not supported by local residents who preferred for all parking to be removed from the eastern kerbline between the Lea Drive and Weelsby Road junctions, to better assist with traffic flows.

The parking issues along Peaks Lane are mainly isolated to ‘core business hours’. A timed Prohibition of Waiting could have been used as an alternative, although this option would have required accompanying upright signs and may have implied that it was suitable to park at the junctions outside the operational hours of the restriction i.e. throughout the hours of darkness. This is something we would not recommend.

DNPH.ETE.22

TRACKING REPORT

The Portfolio Holder considered the tracking report tracking the recommendations of this Portfolio and to agree any items for sign off.

RESOLVED – That the report was noted.

