

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	13 <sup>th</sup> September 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 20-15: Cleethorpes Controlled Parking Zone – Zone One.
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	CB 09/21/01

## CONTRIBUTION TO OUR AIMS

The scheme, if confirmed, will contribute to the Council's aim of improving the health and wellbeing of residents and all road users by creating and maintaining a safer environment. It will also help to improve the quality of life for residents by improving the likelihood of parking availability within proximity to their homes.

## EXECUTIVE SUMMARY

It is proposed to introduce Traffic Regulation Orders for Controlled Parking Zones (CPZs) within the vicinity of St Peters Avenue, Cleethorpes. The scheme will introduce two permit parking zones (C05 and C06), along with other supporting measures to improve traffic flows and maintain access for emergency service and Waste Operation vehicles.

## RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received approval is granted to the making of the required Traffic Regulation Orders, the effect of which will be to introduce the restrictions, as shown indicatively on the plans TR-20-15-01, TR-20-15-02A and TR-20-15-03A at Appendix 1.
- b) The assessment of parking permits be delegated to the Assistant Director of Housing, Highways and Transport.
- c) 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 Orders be confirmed.

## REASONS FOR DECISION

- a) To improve the availability of on street parking for local residents Monday – Sunday between the hours of 8am-6pm, through the removal of all-day commuter and visitor parking.
- b) To distribute parking more evenly on the public highway throughout the zones, whilst also providing short term limited waiting and loading options to support

local businesses within the zones.

- c) To improve visibility for road users and reduce potential vehicle conflict allowing unobstructed access particularly for emergency service and refuse vehicles.

## **1. BACKGROUND AND ISSUES**

- 1.1 Parking is a key function of many streets throughout the borough. Such provisions are relied upon by residents, businesses, visitors, and commuters alike. That said, in highly populated central locations unrestricted on street parking can be frustrating and inconvenient for local residents who often struggle to find a parking space, close to their homes, during peak times.
- 1.2 In recent years, requests have been received from various residential streets in Cleethorpes to consider the introduction of permit parking.
- 1.3 A high percentage of properties in the area are terraced in nature and do not have access to off-street parking and often have difficulties parking their vehicles within close proximity to their properties due to daily commuter, shopper and visitor parking.
- 1.4 A survey of local residents and businesses within the central resort area was undertaken in September 2020. A total of 3,476 properties were surveyed to determine the current parking arrangements for residents and gauge initial support for the introduction of parking measures. An overall response rate of 17% was received.
- 1.5 Due to the size of the area and varying nature of the parking concerns, it is not feasible to develop, progress and introduce a scheme across the whole surveyed area in one go. As a result, the project has been split into phases.
- 1.6 This report concerns the proposals to address the parking on streets within the immediate area of St Peters Avenue and Market Street only.
- 1.7 Feedback from the survey along with site surveys and investigations was used to develop the CPZs which seeks to introduce permit parking in 2 zones, limited waiting and dedicated loading options, as well as revise existing waiting restrictions and introduce one-way traffic flow on some streets. Proposals are as shown on drawings TR-20-15-01, TR-20-15-02A and TR-20-15-03A at Appendix A.
- 1.8 Given the number of streets affected, the lack of capacity on some streets to cater for all vehicles registered to properties within those streets. Permit zones will also utilise the public highway more effectively by distributing parking more evenly, making more on street parking available for residents. The existing standalone resident parking scheme on Glebe Road will be incorporated into the C05 zonal scheme. Permits issued under each zone will allow the permit holder to park on any street within their identified zone number, but will not allow them to park in a street within any other permit scheme or zone in the Borough. Therefore, permit holders issued a permit for zone C05 will not be permitted to park on a street within zone C06, and vice a versa.

- 1.9 Informal consultation on the draft proposals was undertaken with all 594 properties within the two zones in March 2021. A total of 62 written responses were received of which, 23 expressed support, 37 were not in support and 2 were neutral.
- 1.10 At the same time, a petition was received, in response to the informal consultation from Glebe Road residents requesting that the current scheme in place (residents only parking Monday to Sunday 8am to 6pm) remain unchanged and a letter from Kew Road residents opposing the proposed scheme and requesting that Kew Road be incorporated into the existing scheme on Glebe Road.
- 1.11 Despite opposition from the residents of Glebe Road, site surveys have concluded that, there is significant carriageway space available during the day which could be made available to residents on adjoining streets, thereby distributing parking more evenly and fairly around the area. By omitting commuters and visitors to the resort from parking on streets within zone C05, it is likely that there will be more available on street parking for residents.
- 1.12 A final opportunity to submit feedback to the informal consultation was offered to those streets that gave a low rate of feedback returns; West Street, Crowhill Avenue, Fairview Avenue, Charles Street, St Andrews Court, Mill Road, Dolphin Street, Cosgrove Street and Mill Place – a total of 514 properties.
- 1.13 Residents were informed that non-returns of feedback to the informal consultation would be counted as full support. 53 written returns were received expressing support of the scheme. A further 24 written returns expressed non-support.
- 1.14 The Ward Councillors have been consulted throughout the development of this scheme and it is proposed to now move the scheme forward without any significant change to the format, considering the overall benefits it is believed that the scheme will bring to the residents and businesses within the zones.
- 1.15 Whilst the residents may have requested a specific scheme format in an application or petition, the Highway Authority will make the final decision as to the most appropriate use of the public highway and scheme format based on all information gathered during our investigations.

## **2. RISKS AND OPPORTUNITIES**

2.1 Should the proposals be adopted, the opportunities are:

- To better control parking in this area by removing long term parking by non-residents
- To improve the parking availability for residents Monday to Sunday between the hours of 8am-6pm, by considering those streets that are currently under-utilised and those that do not have sufficient capacity to accommodate all residents' vehicles and distributing parking more evenly throughout each zone
- To provide easier and safer access for emergency service and refuse vehicles to properties and residences within the scheme area through the introduction of

additional 'No Waiting at Any Time' restrictions and one way traffic flow on certain streets

- The provision of short term, limited waiting and loading options to support businesses within the zone
- Reduced potential for vehicle conflict on streets where a one-way system will be introduced

2.2 Should the proposals be adopted, the risks are:

- This scheme involves multiple streets and due to the type of restrictions to be introduced would therefore place a pressure on the Parking Enforcement resource to undertake regular patrols. Although it is acknowledged that the area sits within a regular foot patrol route, this may then impact on their ability to enforce other areas of the borough
- Parking in those streets where formal restrictions are proposed may be displaced into those surrounding residential streets outside of this first phase during their hours of operation

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

- That parking in the affected streets will remain unregulated, resulting in continued reported issues with parking availability for local residents
- The potential for the obstruction of emergency service and refuse vehicles to continue

### 3. OTHER OPTIONS CONSIDERED

3.1 **Do nothing** - There have been direct requests via petitions and formal applications from local residents, supported by Ward Councillors, for the introduction of measures to manage and improve on street parking availability for residents. Should a scheme not be implemented parking in the affected streets will remain unregulated, resulting in continued reported issues with parking availability for local residents.

3.2 **Implement 'Limited Waiting' restriction with no permit provision for residents** – it is recognised that no-one has an express right to park on the highway.

However, a significant proportion of residential properties within the proposed scheme area do not have access to off-street parking.

Limited Waiting alone would prevent all day parking within the affected streets, however this would have a negative impact on the residents, as they too would need to comply with any imposed time limit.

3.3 **Implement a street specific 'Residents Parking Only' scheme on each street** –.

Our investigations have identified that on some streets that have requested a permit scheme, there is insufficient carriageway capacity to accommodate parking for all properties within those streets. This would be further

compounded if more than one vehicle at each property is entitled to a permit. By implementing a street specific scheme there would be an expectation by residents who have purchased a permit that they will be able to park on their street, when the reality would be that this may not always be the case.

A zonal scheme will help to distribute parking more evenly throughout the area and by removing unrestricted parking provision and preventing all day parking by commuters and visitors, it is anticipated that there will be more available on street parking, within a reasonable distance from their property for residents.

#### **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

- 4.1 The introduction of permit parking schemes can be controversial, as the nature of such schemes essentially reserves parking to just the residents of the streets concerned.
- 4.2 There have been several reports in the local press over the last 12 months regarding the parking issues being experienced by residents within Cleethorpes, and NELC have issued press releases informing the public that measures are being investigated to determine solutions to address the issues.
- 4.3 There is a risk that there will be some negative publicity following this decision, given that that some consultation responses have been received from residents who are not in support of the proposals. However, the scheme is supported by the Ward Councillors who recognise the benefits to the wider community that the proposals will provide.
- 4.4 If approval is given to this proposal, the Orders 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 and erected on site to advise of the Councils intention to make the Orders. This provides a formal opportunity for anyone to object to the making of the orders.
- 4.5 All proposed restrictions will be clearly marked on street via the use of road markings and / or traffic signs. The types of markings 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.

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

The recommendation does not require any capital expenditure. All road markings, traffic signs and advertising of the 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, however, there is the potential for some improvements to air quality through the introduction of one-way streets, which will improve traffic flow and the increased likelihood of residents being able to find unoccupied carriageway space to park closer to their properties, reducing

the need to drive round and round the area looking for a space.

## **7. CONSULTATION WITH SCRUTINY**

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

## **8. FINANCIAL IMPLICATIONS**

There are no financial implications resulting from this report, as costs incurred are covered via the Engie contract.

## **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 the order can only be challenged by Judicial Review in the Administrative Court.

## **10. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications within this report.

## **11. WARD IMPLICATIONS**

The proposals relate to issues solely within the Croft Baker Ward.

## **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](#)

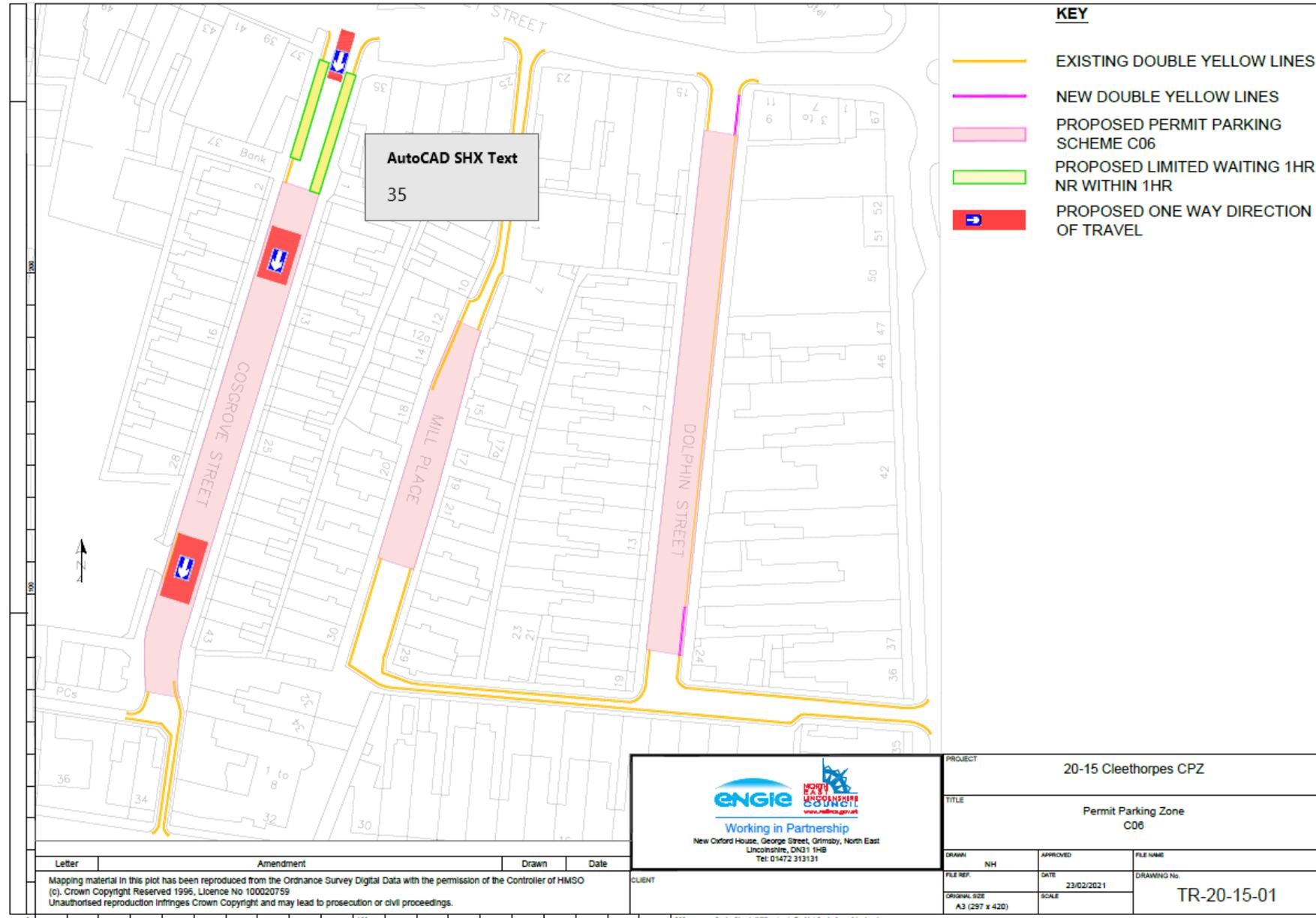
## **13. CONTACT OFFICER(S)**

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

Debbie Swatman - Traffic Team Manager, ENGIE, 01472 324514

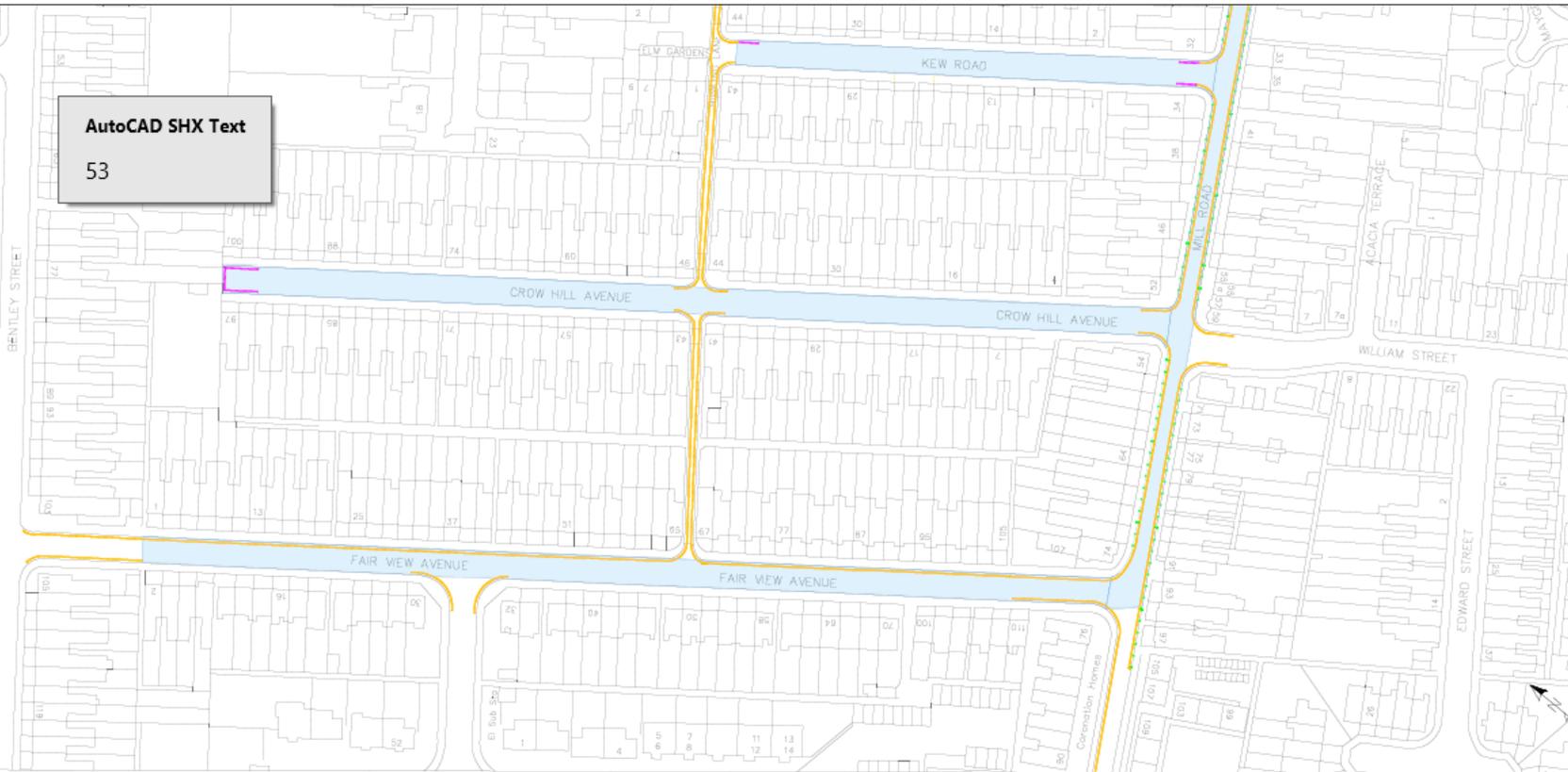
**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

# APPENDIX ONE



AutoCAD SHX Text

53



**KEY**

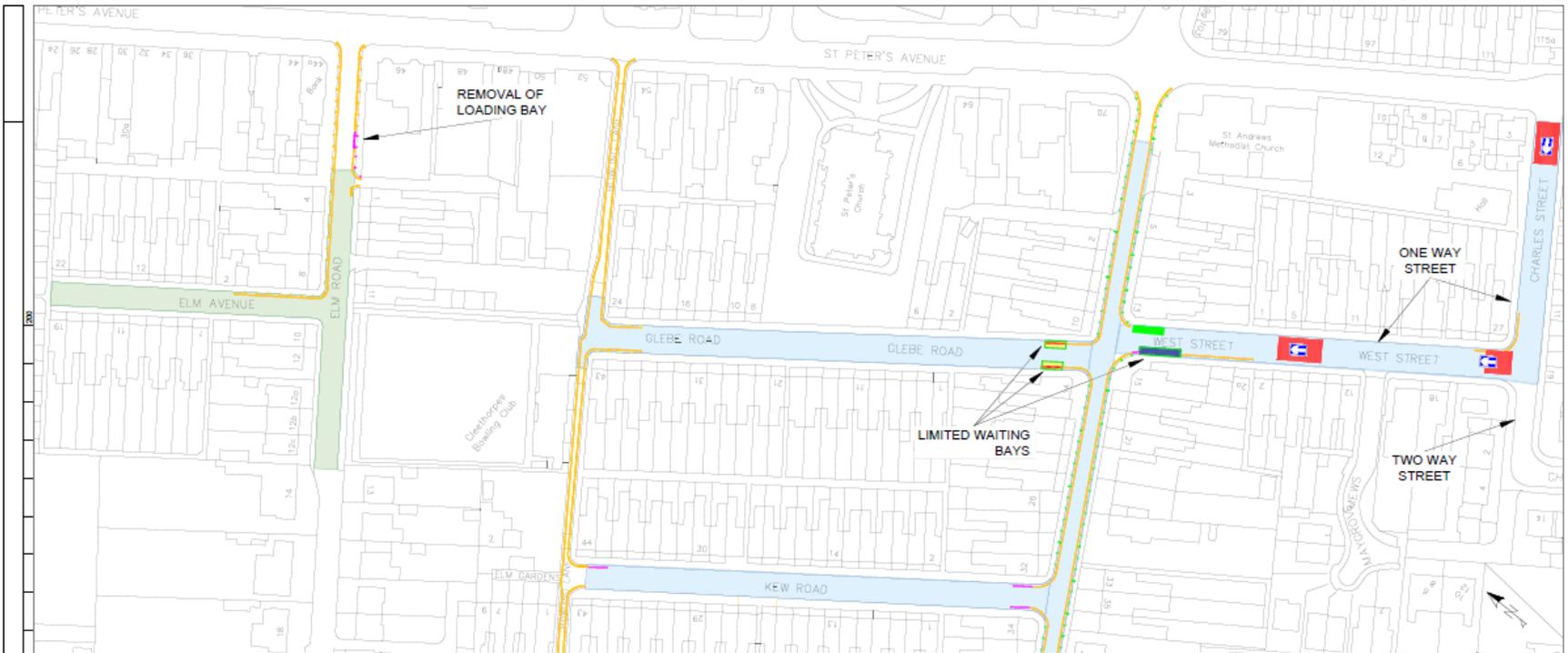
-  EXISTING DOUBLE YELLOW LINES
-  PROPOSED NEW DOUBLE YELLOW LINES
-  PROPOSED PERMIT PARKING ZONE C05
-  PROPOSED NO LOADING AT ANY TIME


  
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CLIENT  
**NORTH EAST LINCOLNSHIRE COUNCIL**

PROJECT		20-15 Cleethorpes CPZ	
TITLE		Permit Parking Zone C05	
DRAWN	NH	APPROVED	FILE NAME
FILE REF.		DATE	DRAWING No.
ORIGINAL SIZE	A3 (297 x 420)	SCALE	TR-20-15-02A

Letter	Amendment	Drawn	Date
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**KEY**

- EXISTING DOUBLE YELLOW LINES
- PROPOSED DOUBLE YELLOW LINES
- DOUBLE YELLOW LINES TO BE REMOVED
- PROPOSED PERMIT PARKING SCHEME C05
- EXISTING PERMIT PARKING SCHEME C03 TO REMAIN WITHOUT AMENDMENT
- PROPOSED LIMITED WAITING 8AM - 6PM 1 HOUR NO RETURN WITHIN 1 HOUR
- PROPOSED LIMITED WAITING 8AM - 6PM 2 HOURS NO RETURN WITHIN 2 HOURS
- PROPOSED ONE WAY DIRECTION OF TRAVEL
- PROPOSED LOADING MON - SAT 8AM - 6PM
- PROPOSED NO LOADING AT ANY TIME

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PROJECT		20-15 Cleethorpes CPZ	
TITLE		Permit Parking Zone C05	
DRAWN	NH	APPROVED	FILE NAME
FILE REF.	DATE	SCALE	DRAWING No.
ORIGINAL SIZE	23/02/2021		TR-20-15-03A
A3 (297 x 420)			

Letter      Amendment      Drawn      Date

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