

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	3 rd April 2023
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Traffic Regulation Order 23-13: No Waiting at Any Time – Matthew Telford Park
STATUS	Open
FORWARD PLAN REF NO.	PHET 04/23/04

CONTRIBUTION TO OUR AIMS

The introduction of 24-hour Prohibition of Waiting (double yellow lines) on a section of Matthew Telford Park, Grimsby will contribute to the health and wellbeing of all road users, residents 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 and extended 24-hour Prohibition of Waiting restrictions on a section of Matthew Telford Park, Grimsby.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a TRO to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is shown indicatively on the drawing to Appendix One.
- b) 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 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 by Ward Councillors, after raising road safety concerns associated with vehicles parking on Matthew Telford Park, Grimsby. This practice is affecting safe access and egress by reducing visibility thereby increasing the likelihood of collisions.
- 1.2 It is proposed to introduce new 24-hour Prohibition of Waiting restrictions the

extent and location of which is detailed in the drawing (ref: TR 22-19-12), see Appendix One.

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 TRO 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

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. There will be a reduction in the length of on street parking available however, 24-hour on-street unrestricted parking is available on roads off Matthew Telford Park.

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

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 Equans.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

The proposals will create a safer environment for all road users, including children and young people who are classed as vulnerable in terms of pedestrian usage.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

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

8. CONSULTATION WITH SCRUTINY

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

9. FINANCIAL IMPLICATIONS

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

10. LEGAL IMPLICATIONS [KT done]

10.1 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.

10.2 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.

10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

10.4 If it is decided to make the TRO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications.

12. WARD IMPLICATIONS

The proposals relate to issues within the Scartho Ward.

13. 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](#)

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COUNCILLOR STEWART SWINBURN

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Appendix One

