PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	7th December 2022
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Sharon Wroot - Executive Director for Environment, Economy and Resources
SUBJECT	Traffic Regulation Order 22-08: No Waiting at Any Time - Various Streets
STATUS	Open
FORWARD PLAN REF NO.	GENERAL EXCEPTION - Not included on the Forward Plan therefore, to be considered under the General Exception provisions of the Constitution.

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 TRO to introduce 24 hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in the on the drawings 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 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 and Ward Councillors, 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 It is proposed to introduce new 24 hour Prohibition of Waiting restrictions at a number of junctions, the extent and location of which is detailed in the drawings (refs; TRO TR-22-08-01, TR-22-08-02, and TR-22-08-03 respectively) in Appendix 1.

1.3 Informal consultation has taken place with the properties in the immediate vicinity of each of the proposals which commenced on 22nd November 2022, for a period of two weeks.

1.4 Ward Councillors are in support of the proposals.

2. RISKS AND OPPORTUNITIES

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 slight reduction in the length of on street parking available however, there is availability of unrestricted carriageway at all locations that can safely accommodate parking for 24 hours a day.

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 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 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

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.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

12. WARD IMPLICATIONS

The proposals relate to issues within multiple Wards.

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

14. CONTACT OFFICER(S)

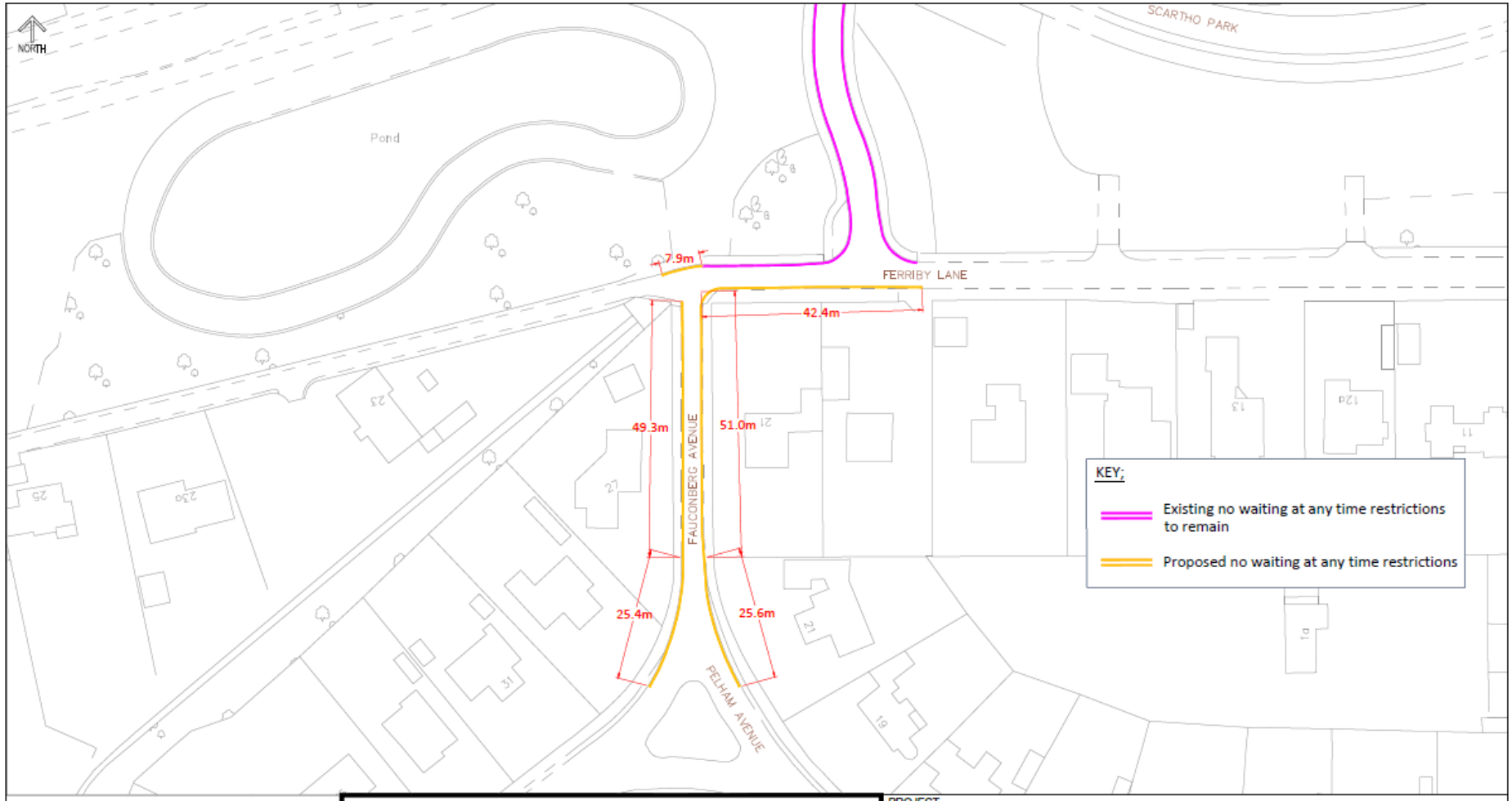
Mark Nearney, Assistant Director of Housing, Highways, Transportation, Planning and Assets, 01472 324122

Anthony Snell, Traffic & Transport Team Manager, Equans, 01472 324489

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

Appendix One



NORTH EAST LINCOLNSHIRE COUNCIL
www.nelincs.gov.uk

EQUANS

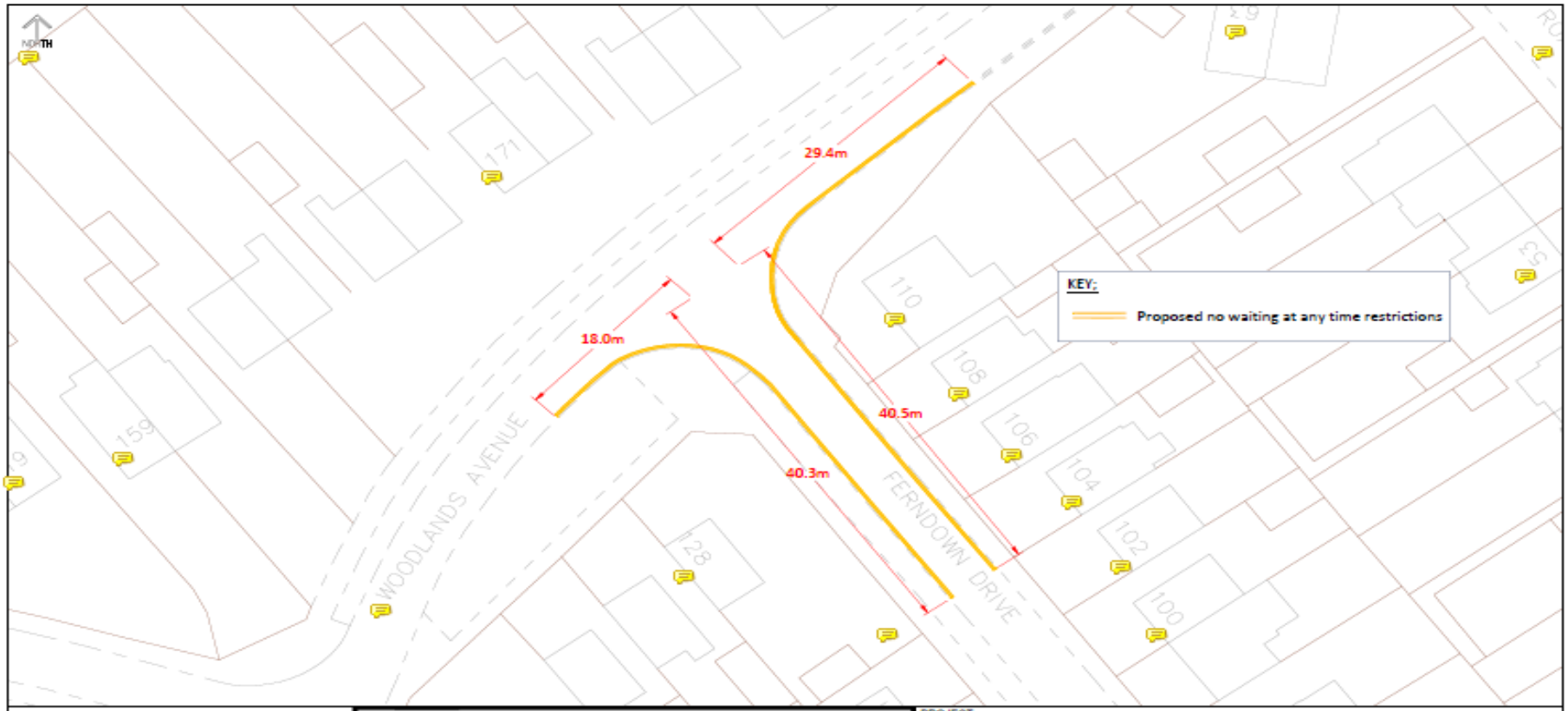
Working in Partnership
New Oxford House, George Street, Grimsby,
North East
Lincolnshire, DN31 1HB
Tel: 01472 313131

CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT
NELC
Traffic Managment Schemes

TITLE
Proposed Waiting Restrictions
Fauconberg Avenue
Grimsby

DRAWN: MH	DATE: 05 07 22	PROJECT ID:
CHECKED: NW	DATE: 05 07 22	DRAWING No.: TR-22-08-01
ORIGINAL SIZE: A4 (297 x 210)	SCALE: 1 : 1000	



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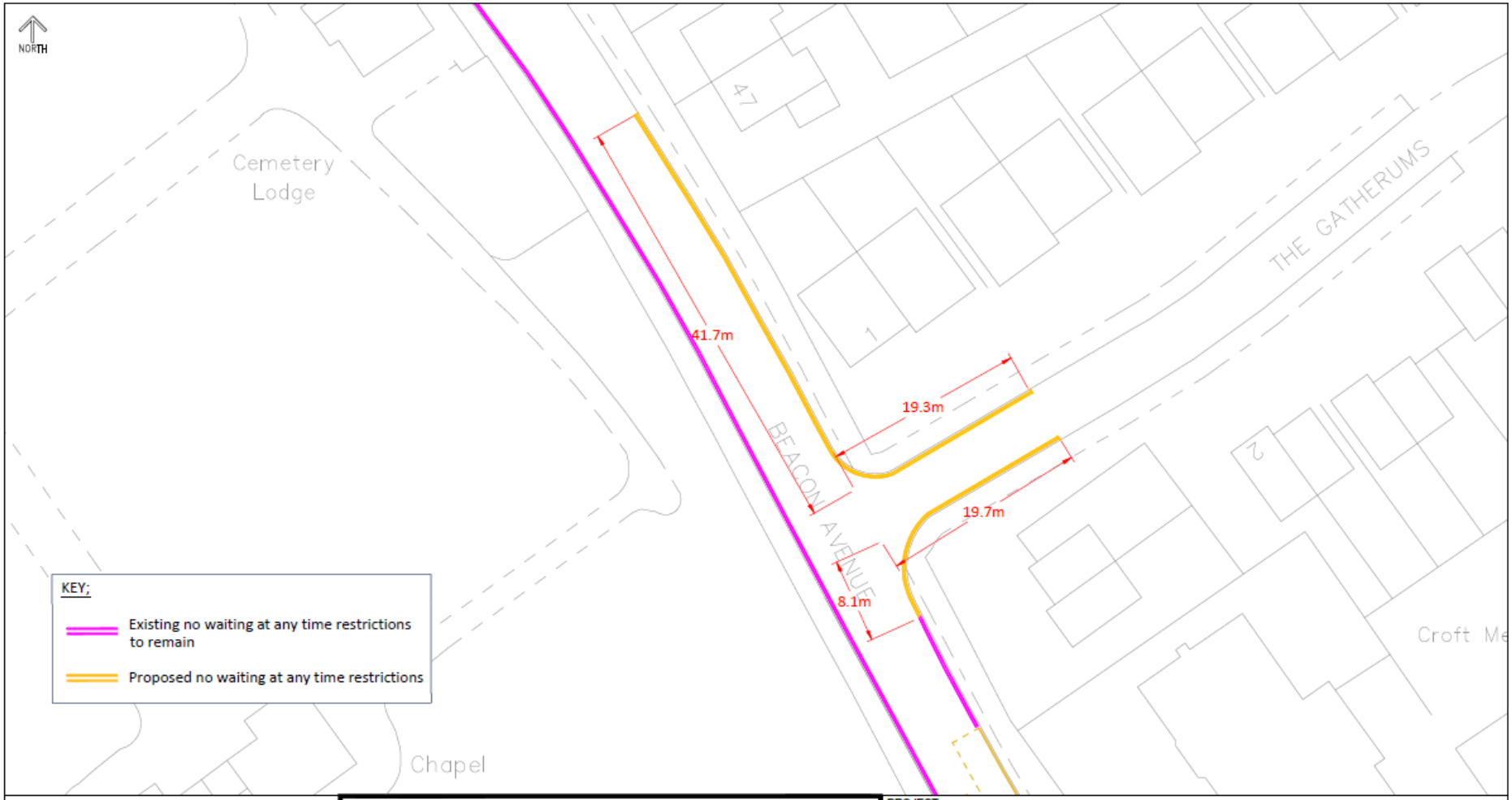
PROJECT
NELC
Traffic Management Schemes

TITLE
Proposed Waiting Restrictions:
Ferndown Drive
Immingham

DRAWN: MH	DATE: 05 07 22	PROJECT ID:
CHECKED: NW	DATE: 05 07 22	DRAWING No.: TR-22-08-02
ORIGINAL SIZE: A4 (297 x 210)	SCALE: 1 : 500	



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NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT
NELC
Traffic Management Schemes

TITLE
Proposed Waiting Restrictions:
The Gatherums
Cleethorpes

DRAWN	DATE	PROJECT ID
MH	05 07 22	
CHECKED	DATE	DRAWING No.
NW	05 07 22	TR-22-08-03
ORIGINAL SIZE	SCALE	
A4 (297 x 210)	1 : 500	