

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	23 <sup>rd</sup> October 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 23-16: Deansgate Bridge & Cartergate, Grimsby – No Waiting at Any Time
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 10/23/04

## CONTRIBUTION TO OUR AIMS

The introduction of 24-hour Prohibition of Waiting (double yellow lines) on Deansgate Bridge, Grimsby and in and around the nearby junction area 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 ensure that traffic flows are unobstructed, it is proposed to replace the current limited waiting restrictions (single yellow lines) with 24-hour Prohibition of Waiting restrictions on Deansgate Bridge, and in and around the nearby junction area with Bargate/Cartergate/Dudley Street and Grosvenor Street.

## RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the revocation of the TRO for the current limited waiting (single yellow line) restrictions - 'No Waiting 8am – 6pm, Mon – Sat', the extent of which is shown indicatively on the drawing to Appendix One.
- b) 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.
- 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 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 unobstructed traffic flows and clear visibility for drivers travelling through the busy junction area.

## **1. BACKGROUND AND ISSUES**

- 1.1 As part of the upcoming signals upgrade project at the junction of Bargate/Cartergate/Dudley Street/Grosvenor Street and Deansgate Bridge, the Traffic Team have undertaken a review of the current parking restrictions in the area.
- 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: HD010-20-1210 (see Appendix One). The change in restrictions from limited waiting (single yellow line) restrictions ('No Waiting 8am – 6pm, Monday – Saturday) is necessary to ensure unobstructed traffic flows and clear visibility splays at all times through this busy junction.

## **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.
- Traffic flow through this busy junction in and out of Grimsby town centre, which is also used by local bus services, would be negatively impacted if vehicles were allowed to park outside the current restriction timings.
- Parked cars would negatively impact visibility and traffic flow issues in close proximity to the Cartergate railway crossing, having the potential to result in significant risk for both rail and road users.

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**

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. There is a clear need to provide meaningful restrictions on road safety grounds and to ensure that traffic flows through the junction area without obstruction.

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**

5.1 The costs to implement the new restrictions will be covered within the traffic signal junction upgrade scheme budget which is being funded through the Council's LTP capital programme.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

6.1 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**

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

## **8. CONSULTATION WITH SCRUTINY**

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

## **9. FINANCIAL IMPLICATIONS**

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

## **10. LEGAL IMPLICATIONS**

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**

11.1 There are no direct HR implications.

## **12. WARD IMPLICATIONS**

12.1 The proposals relate to issues within the Park 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](#)

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

- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Martin Lear, Head of Highways and Transport, Equans 01472 324482

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**



Existing TRO



Proposed TRO

**NOTES**  
ALL NECESSARY DIMENSIONS SHALL BE CHECKED ON SITE BEFORE ANY WORK IS PUT IN HAND. DO NOT SCALE.

**Risk Assessment:**

**Key:**  
 Existing Single Yellow Line (No waiting 8.30am - 6.00pm Mon - Sat)  
 Proposed Double Yellow Line (No waiting at any time)

**REVISIONS**

Letter	Amendment	Drawn	Date



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**PROFESSIONAL SERVICES**  
 Near Oxford House, George Street, Grimsby, North East  
 Lincolnshire, DN63 7JH  
 Tel: 01472 353151

Client: North East Lincolnshire Council		
Project: BARGATE/CHURCH LANE SIGNALISED JUNCTION IMPROVEMENT		
Title: TRAFFIC REGULATION ORDER AMENDMENT		
Drawn: AP	Checked:	Approved:
Date: SEPTEMBER 2023	Scale: A1 (594 x 841)	Scale: NOT TO SCALE
Revision: HD010-20	Revision: HD010-20-1210	Revision: