

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	19 June 2023
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Traffic Regulation Orders: Laceby village parking and loading restrictions
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/23/04

CONTRIBUTION TO OUR AIMS

The Introduction of a ‘No Loading’ restriction on a section of Grimsby Road, Laceby and the introduction of ‘No Waiting’ restrictions at various streets in Laceby village to help 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 comply with a Planning condition under application reference DM/0180/21/FUL, it is proposed to introduce a ‘No Loading’ restriction on a section of Grimsby Road, Laceby outside the Marshall BMW garage.

It is also proposed to introduce new ‘No Waiting’ restrictions and new or extended ‘24-hour Prohibition of Waiting’ restrictions at various streets in the village to improve road safety, visibility and traffic flows.

RECOMMENDATIONS

It is recommended that:

- a) Approval to be granted to the making of a TRO to introduce a ‘No Loading’ restriction on Grimsby Road, Laceby as shown indicatively on drawing (TR-22-03-02-L) at Appendix 1.
- b) Approval to be granted to the making of a TRO to introduce ‘24-hour Prohibition of Waiting’ (double yellow line) restrictions as shown indicatively on drawing (TR-22-03-01-W) at Appendix 2.
- c) Approval to be granted to the making of a TRO to introduce ‘No Waiting’ (single yellow line) restrictions on George Butler Close. The timings to be Monday to Friday 9am to 11am and 1pm to 2pm as shown indicatively on drawing (TR-22-03-01-W) at Appendix 2.
- d) Approval to be granted to the making of a TRO to introduce ‘No Waiting’ (single yellow line) restrictions on George Butler Close. The timings to be Monday to

Friday 7am to 6pm as shown indicatively on drawing (TR-22-03-01-W) at Appendix 2.

- e) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The introduction of a 'No Loading at Any Time' restriction on a section of Grimsby Road outside Marshall BMW garage is required to meet a planning condition connected to this business to ensure all deliveries take place within the business premises.

The introduction of various 'No Waiting' restrictions on streets within Laceby village is proposed in order to address road safety issues due to parked cars in the area.

1. BACKGROUND AND ISSUES

- 1.1 Planning approval was given to Marshall BMW (DM/0180/21/FUL) which included the relocation of the BMW showroom and workshop and the relocation of the vehicle wash / valet building. Condition 7 of the planning consent states:

'No part of the development hereby permitted shall be occupied or used until a Traffic Regulation Order has been submitted in relation to loading/unloading restrictions on Grimsby Road'.

- 1.2 In order to comply with the above condition, the Traffic Team is required to implement a new 'No Loading at Any Time' restriction on the area of Grimsby Road immediately in front of the BMW business. This is to ensure this area is kept clear at all times and that deliveries take place within the business premises.
- 1.3 In addition to the above, concerns were raised by Ward Councillors regarding road safety issues associated with increased parking on a section of Grimsby Road, and in the vicinity of various junctions around Laceby village. Reports were received regarding parked vehicles blocking visibility along Grimsby Road resulting in vehicles mounting the footways and a number of near miss incidents have been reported.
- 1.4 It is proposed to introduce new 'No Waiting' (single yellow line) restrictions and new and additional '24-hour Prohibition of Waiting' (double yellow lines) in the area of concern to remove parking, improve visibility sightlines and improve traffic flows through the village. It is expected that this will ensure safe access and egress and reduce the likelihood of collisions thereby reducing road safety risk for all users.
- 1.5 Informal consultation has taken place with the properties for each of the

proposals which commenced on 5th April for a period of two weeks. Feedback has been received relating to concerns about the proposals. Firstly, some residents on Grimsby Road would like to extend the 'No Waiting at Any Time' restrictions on one side of Grimsby Road to make one side totally restricted. This is not currently considered to be necessary.

- 1.6 Secondly, residents of George Butler Close have asked that consideration be given to introduce tailored single yellow line restrictions to cover key times of the day, in order to reduce the likelihood of workers parking all day within their street.
- 1.7 The result of the implementation of all parking restrictions will be monitored and should further restrictions be required in the future a separate report will be brought to the Portfolio Holder at an appropriate time.
- 1.8 In addition, concerns have been raised regarding vehicle speeds on Grimsby Road. This issue has been noted and speed monitoring will be scheduled for an appropriate time, the delivery of the TRO, if approved, will include the introduction of a new speed feedback sign on Grimsby Road to replace the existing non-operational unit.
- 1.9 Ward Councillors are in support of the proposals.

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 collisions and injuries.

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
- To introduce mandatory restrictions which are supported by a TRO. This 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 however:

- 3.1 If the 'No Loading at Any Time' restriction were not implemented, this would result in non-compliance of the Planning Condition set.

3.2 Preventative measures to remove parking from the area of concern is required in order to reduce road safety risks associated with unsafe driver behaviours taking place at present.

3.3 Therefore, the do nothing option is not recommended.

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 to approve recommendation (a), given that the BMW development has already been given formal planning consent.

4.2 Correspondence received from the informal consultation that has been carried out so far in relation to the introduction of '24-hour Prohibition of Waiting' (double yellow lines) at various streets in Laceby village, indicates that there may be objections received when the order is formally advertised in due course.

4.3 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 requires a small capital outlay of around £2,500 for the introduction of a new speed feedback sign on Grimsby Road. These costs will be fully covered through the LTP capital programme for 2023/24. 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 considered to be vulnerable road users.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

The proposals are not expected to have any significant impact on climate change 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, the small element of capital cost is to be met from Local Transport plan grant funding, with no revenue costs to be incurred by the Council.

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 the Wolds 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)

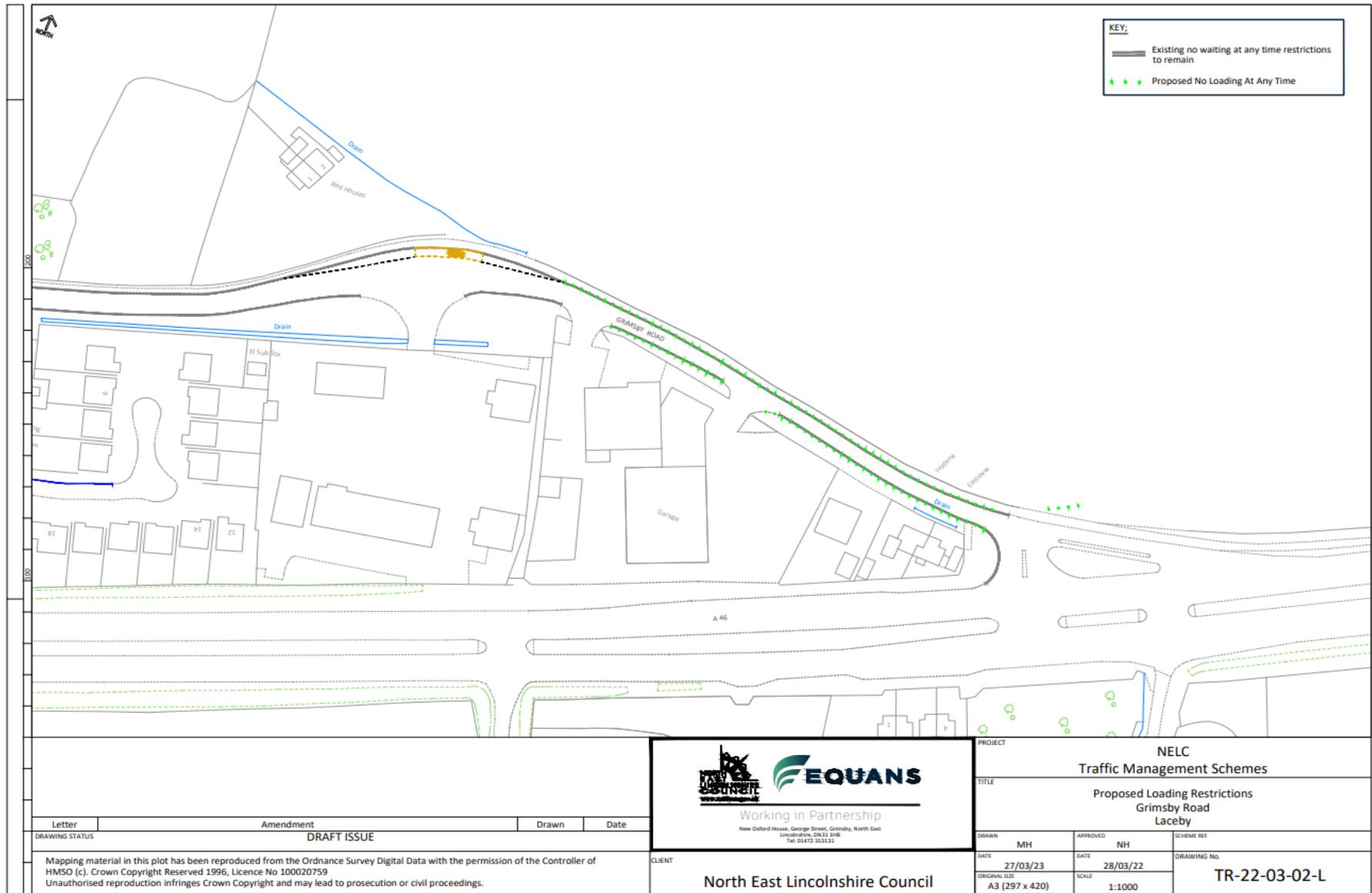
Mark Nearney, Assistant Director of Housing, Highways and Infrastructure, NELC, 01472 324122

Martin Lear, Head of Highways & Transport, Equans, 01472 324482

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

Appendix 1



Letter	Amendment	Drawn	Date
DRAFT ISSUE			

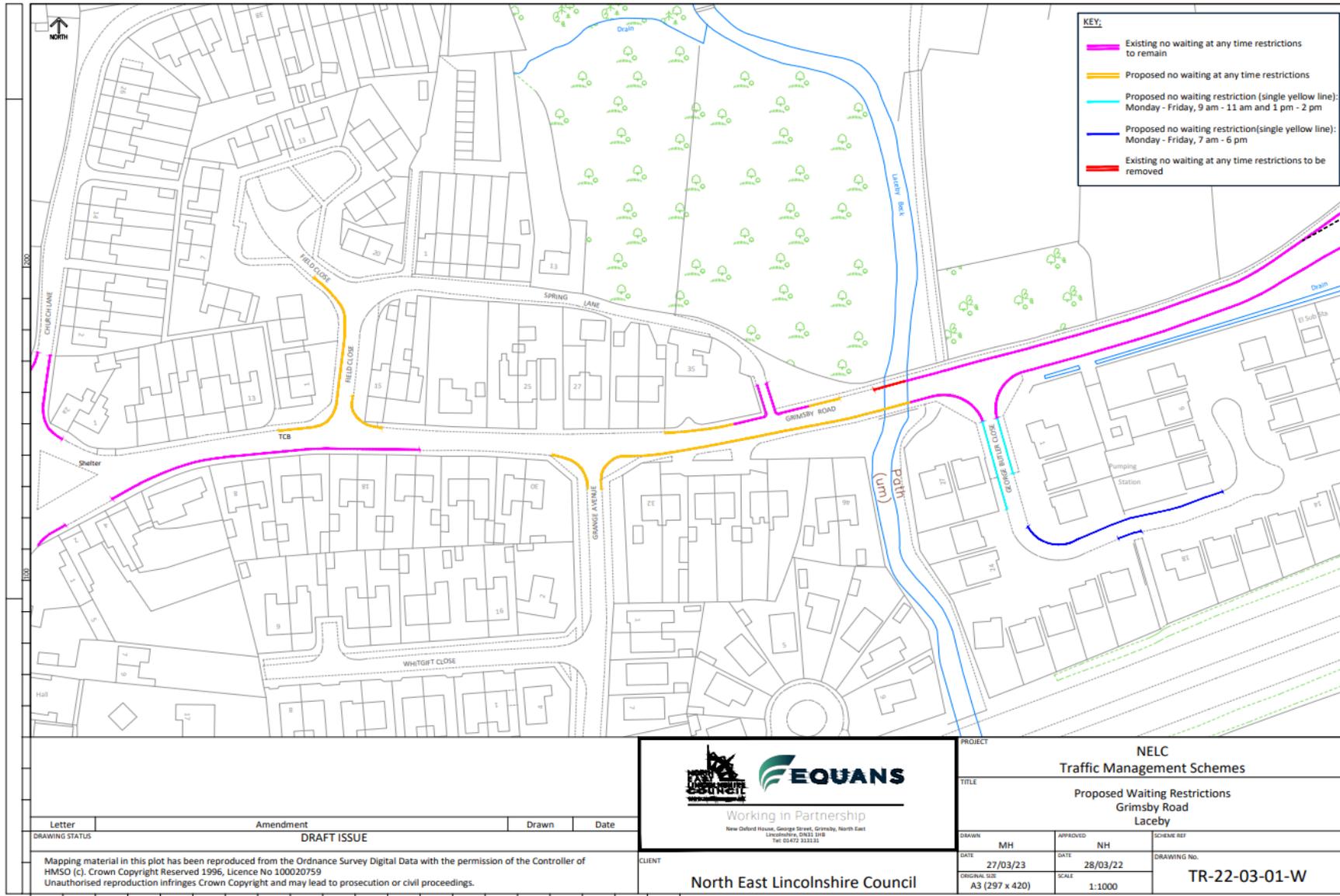
Mapping material in this plot has been reproduced from the Ordnance Survey Digital Data with the permission of the Controller of HMSO (c). Crown Copyright Reserved 1996, Licence No 100020759
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

EQUANS
 Working in Partnership
 New Oxford House, George Street, Grimsby, North East
 Lincolnshire, DN12 2JH
 Tel: 01472 313131

CLIENT
North East Lincolnshire Council

PROJECT NELC			
TITLE Traffic Management Schemes			
TITLE Proposed Loading Restrictions Gimsby Road Lacey			
DRAWN	MH	APPROVED	NH
DATE	27/03/23	DATE	28/03/22
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:1000
DRAWING No.			TR-22-03-02-L

Appendix 2



Letter	Amendment	Drawn	Date
DRAFT ISSUE			
DRAWING STATUS			
Mapping material in this plot has been reproduced from the Ordnance Survey Digital Data with the permission of the Controller of HMSO (c). Crown Copyright Reserved 1996, Licence No 100020759. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.			



Working in Partnership
 New Oxford House, George Street, Grimsby, North East
 Lincolnshire, DN22 5JH
 Tel: 01472 353355

CLIENT
North East Lincolnshire Council

PROJECT			
NELC Traffic Management Schemes			
TITLE			
Proposed Waiting Restrictions Grimsby Road Laceby			
DRAWN	MH	APPROVED	NH
DATE	27/03/23	DATE	28/03/22
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:1000
DRAWING No.			TR-22-03-01-W

Scale Check (A3) contract. Do Not Scale from this drawing.