

# PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

<b>DATE</b>	17 <sup>th</sup> June 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure and Transport
<b>RESPONSIBLE OFFICER</b>	Paul Evans – Assistant Director - Infrastructure
<b>SUBJECT</b>	Response to Laceby village petition (Grimsby Road parking)
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 06/24/04

## CONTRIBUTION TO OUR AIMS

The introduction of appropriate parking and waiting restrictions can contribute to improved road safety and traffic movements which in turn contribute towards the Council's stronger communities and stronger economy outcomes.

## EXECUTIVE SUMMARY

This report sets out the formal response to the petition received by the Portfolio Holder for Environment and Transport from residents requesting action to solve parking issues in Laceby. (DNPH.ET.41).

## RECOMMENDATIONS

Following consideration of the concerns raised by residents it is recommended that there are no changes made to the current parking and waiting restrictions on Grimsby Road and Grange Avenue and that the location is monitored for a further 12-month period.

## REASONS FOR DECISION

The decision is needed in order to provide a formal response to the resident's petition (DNPH.ET.41).

### 1. BACKGROUND AND ISSUES

- 1.1 On 25 March 2024 a petition was received by the Portfolio Holder for Environment and Transport from residents in Laceby requesting for action to be taken to solve parking issues in Laceby.
- 1.2 Engagement with residents and the Village Council have identified concerns associated with all day parking on Grimsby Road and other neighbouring streets, predominantly by staff at the Marshall BMW garage and the road safety impact this parking is having.
- 1.3 The petition follows the introduction of various parking and waiting restrictions on Grimsby Road and George Butler Close resulting from the introduction of Traffic Regulation Order: Laceby Village Parking and Loading Restrictions (DNPH.ETE.8) in June 2023.
- 1.4 Prior to the formal receipt of the petition a site visit was carried out with Laceby residents, representatives of the Village Council and Ward Councillor, Cllr David Hasthorpe. During this visit, several streets were reviewed including Grimsby Road, Grange Avenue, Whitgift Close

and Trevor Close. The residents, Village & Ward Councillors agreed that they felt the following items were of greatest concern:

- Loading and unloading on Grimsby Road adjacent to the Marshall BMW car showroom and garage.
  - Vehicles parked on Grange Avenue too close to the mouth of the junction with Grimsby Road resulting in an increased risk of collision between turning traffic.
  - Vehicles parked on Grimsby Road opposite the Grange Avenue junction which it was felt makes it more difficult for vehicles travelling along Grimsby Road.
- 1.5 To inform this report a site visit with transport consultants Local Transport Projects was carried out on Friday 26 April 2024. The three items listed in 1.4 were considered and it was noted that many of the observations made on site were the result of poor driver behaviour rather than highway infrastructure related issues.

**Item A – Loading and unloading on Grimsby Road adjacent to the Marshall BMW garage.**

- 1.6 In June 2023 'No Loading at Any Time' restrictions were implemented on Grimsby Road adjacent to the Marshalls garage site (DNPH.ETE.8). This was as a direct result of a planning application (DM/0180/21/FUL) condition associated with the redevelopment of the garage site. The introduction of a 'No Loading at Any Time' restriction was required to ensure all deliveries take place within the business premises to minimise the traffic and road safety implications of deliveries to the garage.
- 1.7 Enforcement of the restrictions is carried out by the Civil Parking Enforcement Officers as part of their mobile patrol route in Laceby. In addition, the Village and Ward Councillors have been advised that they can report any vehicles loading /unloading in the area in contravention of the restrictions to the Parking Enforcement team and (if available) a CEO team will be dispatched to carry out enforcement activities at other times.
- 1.8 Management at the garage have been contacted and advised of the residents and Council's concerns about loading / unloading. They have confirmed that they are making every effort to ensure that activities take place off the highway but ultimately the delivery drivers are responsible where they load and unload.
- 1.9 The necessary TRO is in place, is appropriately marked on street and is subject to enforcement as part of the CEO mobile enforcement routes therefore no further actions are recommended at this time.

**Item B - Vehicles parked on Grange Avenue too close to the mouth of the junction with Grimsby Road.**

- 1.10 Residents and Councillors have requested that the existing restrictions are extended on both sides of Grange Avenue by a further 10 meters to ensure that traffic exiting Grange Avenue is on the correct side of the carriageway at the junction and that conflict with traffic entering Grange Avenue is minimised.
- 1.11 During site visits it has been observed that the number of vehicles entering or leaving Grange Avenue is very low and that there appears to be good observation of the current double yellow restrictions. Some vehicle parking was observed on the western kerb edge, where there are currently no restrictions, requiring traffic travelling northwards towards Grimsby Road to move onto the other side of the carriageway to pass. In the peak one-hour period (4-5pm), a total of 325 vehicles were counted travelling along Grimsby Rd (in both directions) with just 29 entering or leaving Grange Avenue in that period.

- 1.12 Traffic movements, as evidenced in 1.11 are such that the risk of vehicle collisions on Grange Avenue is low and GPS speed data suggests the all-day average speed is around 16mph. There have been no reported collisions or injuries on Grange Avenue within the last five years.
- 1.13 The proposals have no effect on visibility from the side road to the left or right at the junction. The required visibility for the 30mph posted speed limit is 2.4m x 43m and this can be currently achieved in both directions. The existing waiting restrictions on Grange Avenue help keep the visibility envelope in the side road clear.
- 1.14 The existing waiting restrictions on Grange Avenue at the junction are therefore likely to be sufficient to address potential conflicts between north and southbound vehicles at the junction and any reduction in the number of parking spaces on Grange Avenue may result in parking being moved to less appropriate areas within the vicinity.

### **Item C - Vehicles parked on Grimsby Road opposite the Grange Avenue junction.**

- 1.15 From site visits, it is apparent that between 6-8 vehicles regularly park on the carriageway between 25 and 33 Grimsby Road and that some 'give and take' is required to allow traffic travelling in either direction to pass. The existing on-street parking on Grimsby Road provides a traffic calming feature which will help reduce vehicle speeds on Grimsby Roads. Removing the on-street parking may therefore result in a slight increase in vehicle speeds on Grimsby Road. The 85<sup>th</sup> speed between Laceby Square and Grange Avenue is 27.7mph compared to 34.9mph further along Grimsby Rd where there are currently double yellow lines.
- 1.16 In the last five years there have been no reported collisions or injuries on Grimsby Road within the vicinity of the Grange Avenue junction, however the Village Council and residents have made the Council aware of several 'unsafe acts' with vehicles being driven on the footway or at, what they feel is an inappropriate speed.
- 1.17 The current situation with parking on Grimsby Rd immediately opposite the Grange Avenue junction is not unusual and is replicated at many other sites across the Borough. The traffic data presented in 1.11 suggests that approximately 5 vehicles pass this point every minute on average and as such there is unlikely to be any significant traffic benefits realised from removing parking.
- 1.18 There are no additional works proposed as a result of this item, removing the parking on Grimsby Rd is likely to mean that these vehicles will then be parked elsewhere in the local vicinity, in potentially less appropriate areas. The suggested restrictions may result in a slight increase in vehicle speeds on Grimsby Road which may be at the detriment of pedestrians and other vulnerable road users although pedestrian visibility may be improved slightly. The number of pedestrians wishing to cross here is very low and as such there is not likely to be a significant benefit.
- 1.19 There is likely to be a slight positive improvement to eastbound buses on Grimsby Road who may be delayed by vehicles waiting to turn right into Grange Avenue. There are however on average less than 2 buses per hour which would benefit. There is also the potential for there to be some minor benefits in terms of a slight improvement in visibility to the driveway accesses of Nos 25 and 27 Grimsby Road. It is therefore considered that the benefit is negligible.
- 1.20 Additionally, several residents' letters have been received by the Council, a summary of these is presented below:
- All-day vehicle parking on Whitgift Close and Grange Ave – These roads are public highway and in the absence of any formal restrictions to prevent all day parking these

drivers are allowed to park for as long as they want to. Whilst this may be inconvenient to residents there are no enforcement activities that can take place.

- Parking on Whitgift Close preventing access into drives – It is acknowledged that Whitgift Close is narrower than the surrounding streets, however information gained from site visits did not suggest that access in and out of private accesses was being prevented by parked vehicles. This situation will be monitored going forward.
- Damage to the grass verge – There is currently no verge/footway parking Order in place in Laceby village, therefore vehicles parked on the verge are not committing an offence. Laceby Village Council have been advised of the process if they wish to progress with a verge parking order in the future.
- Resident on Grimsby Road unable to exit their driveway due to parked cars opposite – There is adequate carriageway width to allow a standard sized vehicle to manoeuvre in and out of a driveway in this location even if there is a vehicle parked opposite. Residents may be advised that reversing in and driving out their driveway may make it easier for the resident.
- Difficulties parking on Grimsby Rd to pick up elderly relatives or drop-off shopping – Both of these activities are permitted on double yellow lines providing the loading/unloading is continuous and that any vehicle involved in the activity is removed and parked elsewhere once the activities are complete.

1.21 The issues identified above are acknowledged, however it is concluded that there are no actions required from the Highway Authority as a result.

## **2. RISKS AND OPPORTUNITIES**

### **2.1. Risks:**

- The introduction of additional parking and waiting restrictions will not decrease the number of vehicles that need to park in Laceby, the likely outcome is that the vehicle parking will be displaced elsewhere, most likely onto other sections of Grange Avenue or Trevor Close. These areas may be less appropriate for parking and potentially may lead to further requests for parking restrictions.
- The recommendation to not progress any further actions at this time is based on traffic and collision data as well as by an assessment of the site by transport consultants Local Transport Projects. This is contrary to the views and opinions of the residents; this may have the potential to create some negative reputation impact for the Council. The site will continue to be monitored and should future speed or collision data suggest a need for future intervention then options will be considered at the appropriate time.

## **3. OTHER OPTIONS CONSIDERED**

3.1 In developing these proposals, there have been several other options considered, these are summarised below:

- Introduce further 24-hour 'No waiting at any time' (double yellow lines) restrictions. – No recommended as there is currently no speed or collision data to suggest a need for further 'No waiting at any time' restrictions at this point and the introduction of such measures is likely to lead to parking being moved into areas that are less appropriate.
- Introduce time restricted single yellow line restrictions – Not recommended given that the road safety concerns raised by the residents are not specific to an identified time period and to permit parking at any time of the day increases road safety risk.
- Introduce parking bays (for example 2-hour parking, no return within 2 hours). Whilst this

would prevent all day parking, it would require extensive additional enforcement resource which would mean resources being diverted away from other priority sites across the Borough. In addition allowing parking (even for a restricted period) would not address the road safety concerns raised by residents and the Village Council.

- Introduce a Residents Parking Zone on Grange Ave, Whitgift Close and Trevor Close. This option was suggested to the residents present at the site meeting and they felt that there would not be enough support for such a scheme particularly given the permit costs and that almost all properties in that area already had off-street parking available. It is therefore unlikely that the scheme would generate enough revenue to finance the additional implementation and enforcement costs generated.

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

- 4.1 Given that this report is in response to a public petition there is the potential for there to be some negative reputational implications for the Council resulting from the decision. This response is based on traffic, speed and collision data as well as an assessment of the site by independent transport consultants Local Transport Projects. It is therefore considered that it provides a robust and evidenced response to the residents concerns.

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

- 5.1 There is not expected to be any expenditure incurred as a result of the recommendations in this report.

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

- 6.1 The recommendations to not move forward with any amendments to the highway will have a neutral impact on children and young people.

#### **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

- 7.1 There will be no impact on climate change or the environment because of this report.

#### **8. CONSULTATION WITH SCRUTINY**

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

#### **9. FINANCIAL IMPLICATIONS**

- 9.1 It is not anticipated that any expenditure will be incurred as a result of the report recommendations.

#### **10. LEGAL IMPLICATIONS**

- 10.1 As laid out in the main body of the report officers have looked into the matter and provided their reasoning. As no action other than to monitor the situation is being suggested there are no further legal implications arising.

#### **11. HUMAN RESOURCES IMPLICATIONS**

- 11.1 There are no direct HR implications

#### **12. WARD IMPLICATIONS**

- 12.1 The proposals relate to issues within the Wolds Ward.

#### **13. BACKGROUND PAPERS**

- 13.1 None

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

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- Brian Fitzpatrick, Head of Highways and Transport, Equans 07789 495521

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE AND TRANSPORT**