

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	10 th February 2025
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure & Transport.
RESPONSIBLE OFFICER	Paul Evans – Assistant Director - Infrastructure
SUBJECT	Traffic Regulation Order 25-10: Prince's Road, Cleethorpes - No Waiting at Any Time Restrictions
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 02/25/01

CONTRIBUTION TO OUR AIMS

The introduction of 24-hour Prohibition of Waiting (double yellow lines) will contribute to the Council's stronger communities priority by improving road safety for pedestrians, cyclists and drivers at a busy junction where inappropriate highway parking is increasing the risk of collisions and injuries and impacting on the free movement of traffic on a key route into Cleethorpes town and resort.

EXECUTIVE SUMMARY

To maintain unobstructed traffic flows and enhance road safety by improving visibility site lines for vehicles moving out of Prince's Road, it is proposed to install new 24-hour Prohibition of Waiting restrictions.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in the drawing ADHR-IH-01 in Appendix 1.
- b) In the event there are unresolved material objections to the Order, these are referred to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

By keeping the Prince's Road approach to Issac's Hill roundabout free of parked vehicles, the introduction of 24-hour Prohibition of Waiting restrictions is proposed to improve road safety for all road users as well as maintain the free flow of traffic along Grimsby Rd and Issac's Hill.

1. BACKGROUND AND ISSUES

- 1.1 Officers have received a report from resident regarding parked vehicles causing's egress issues at the junction of Prince's Road & Isaac's Hill.
- 1.2 Following site visits to observe the situation, it is proposed to introduce new 24-hour Prohibition of Waiting restrictions to prevent parking at this location, the extent of which is detailed in the drawing ADHR-IH-01 in Appendix 1.

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 more vulnerable may be impaired as a result of parked vehicles increasing the likelihood of collisions and injuries.
- That impairments to the free flow of traffic on Issac's Hill will continue.

- 2.2 Should this proposal be adopted, the opportunities are:

- To reduce the risk of collisions and injury caused by poor visibility at the junction.
- To implement restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To provide traffic flow benefits.
- 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 as road safety concerns have been raised to the Council and potentially unsafe behaviours have been witnessed by the Road Safety team during site visits.

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 unrestricted carriageway where parking can be accommodated safely on Prince's Road and surrounding streets.
- 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

- 5.1 The recommendation does not require any capital expenditure. New highway markings and signs and the associated public notices required to deliver the TROs are covered through the Council's Regeneration Partnership arrangement with Equans.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 There are unlikely to be any specific implications for children and young people as result of this proposal beyond those implications for all road users.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact on climate change 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 Sidney Sussex 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
- Paul Thorpe, Operations Director, Equans 01472 324483

COUNCILLOR STEWART SWINBURN

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

Appendix One (Ref: ADHR-IH-01)

