

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	17 th June 2024
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Paul Evans – Assistant Director Infrastructure
SUBJECT	Traffic Regulation Order 24-07: Little Coates Road, Grimsby - No Waiting at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/24/02

CONTRIBUTION TO OUR AIMS

The introduction of 24-hour Prohibition of Waiting (double yellow lines) will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment.

EXECUTIVE SUMMARY

To maintain unobstructed traffic flows in the immediate vicinity of the roundabout junction on Little Coates Road, it is proposed to replace current 'No Waiting 8am – 6pm, Monday to Saturday' with 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 Appendix 1.
- b) 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 24-hour Prohibition of Waiting restrictions is proposed to improve road safety for all road users, by keeping the area free of parked vehicles at all times, which will in turn ensure clear visibility for drivers and cyclists entering or exiting the busy off street parking areas associated with the neighbouring convenience store. The restrictions will also reduce risk for pedestrians when crossing roads in this area.

1. BACKGROUND AND ISSUES

- 1.1 In conjunction with the planned highway improvement scheme on Little Coates Road, Grimsby a review was undertaken of the current on street restrictions

between Brocklesby Road and the roundabout junction (Bradley Crossroads). It was identified that the existing No Waiting 8am – 6pm, Monday to Saturday restrictions were inappropriate having regard to the volume of traffic using this road, the presence of a pedestrian crossing and their proximity to the roundabout junction and increase risk to all road users.

- 1.2 It is therefore proposed to introduce new 24-hour Prohibition of Waiting restrictions, the extent and location of which are detailed in the drawing at Appendix 1 (ref HD021-23/1210).

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.
- Parked vehicles may also impact on traffic flows in the area which may encourage congestion and increased journey times.

- 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 improve road safety for all road users especially pedestrians and cyclists.

- 2.3 Introducing mandatory restrictions which are fully backed by a legal TRO will enable the Equans Civil Enforcement Team to enforce any vehicles parked in contravention, under the Civil Parking Enforcement (CPE) powers.

3. OTHER OPTIONS CONSIDERED

- 3.1 Do nothing. This is not recommended given the traffic and road safety concerns identified above.

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 parking available within the vicinity of the proposed area that can safely accommodate parking for 24 hours a day if necessary.

- 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 All costs are covered through the Council's LTP programme Littlecoates Rd scheme.

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 Expenditure is to be funded through the LTP scheme, which is part of the Council's approved Capital Investment Programme.

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 Yarborough 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](#)

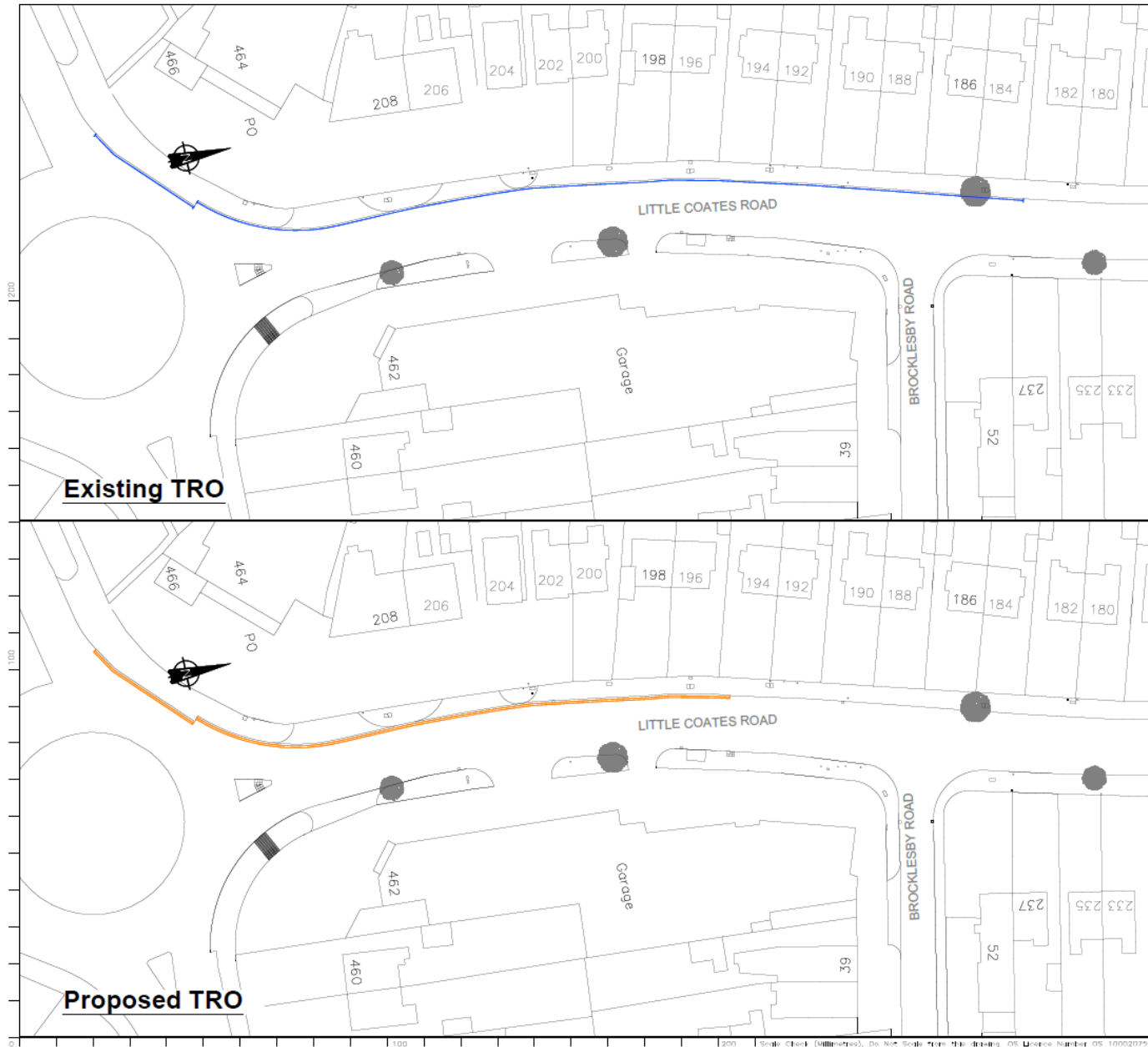
14. CONTACT OFFICER(S)

- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Brian Fitzpatrick, Head of Highways and Transport, Equans 07789 495521

COUNCILLOR STEWART SWINBURN

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

Appendix One



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 8.00am - 6.00pm Mon-Sat)
- Proposed Double Yellow Line (No Waiting at any time)

REVISIONS

Letter	Amendment	Drawn	Date

EQUANS

Working in partnership

PROFESSIONAL SERVICES
 New Oxford House, George Street, Grimsby, North East
 Lincolnshire, DN31 1HB
 Tel: 01472 313131

CLIENT North East Lincolnshire Council		
PROJECT LITTLE COATES ROAD FOOTWAY RECONSTRUCTION		
TITLE TRAFFIC REGULATION ORDER AMENDMENT		
DRAWN AP	CHECKED	APPROVED
DATE SEPTEMBER 2023	ORIGINAL SIZE A3 (297 x 420)	SCALE NOT TO SCALE
FILE REF HD021-23	DRAWING NO. HD021-23/1210	REVISION NO.