

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	10 th February 2025
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Traffic Regulation Order 24-13: Park Street Area - Various No Waiting & No Loading measures
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 02/25/02

CONTRIBUTION TO OUR AIMS

The introduction of various No Waiting at Any Time restrictions, No Loading at Any Time restrictions and two 24 Hour Loading Bays at locations in the Park Street, Grimsby area will contribute to a stronger economy by supporting businesses with appropriate highway parking for their activities and stronger communities by improving road safety for pedestrians, cyclists and drivers at junctions where inappropriate highway parking is increasing the risk of collisions and injuries.

EXECUTIVE SUMMARY

To address immediate road safety concerns and to combat potentially unsafe and obstructive parking and loading practices, it is proposed to introduce various on street restrictions in the Park Street, Grimsby area.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a traffic regulation order to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: ADHR-PS-01).
- b) Approval be granted to the making of a traffic regulation order to introduce two 24 Hour Loading Only parking bays, the extent of which is detailed in Appendix 2. (Ref: ADHR-PS-02).
- c) Approval be granted to the making of a traffic regulation order to introduce a No Loading at Any Time restriction, the extent of which is detailed in Appendix 2.
- d) In the event there are unresolved material objections to the Order, these are referred back 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

Following concerns raised by residents and business owners regarding dangerous and obstructive parking and loading practices on Park Street, Grimsby, and following review by the Road Safety Engineer, it is proposed to introduce appropriate measures in order to improve road safety for all road users, by keeping specific areas of the carriageway free from parked vehicles, which will in turn ensure clear visibility for drivers, pedestrians and cyclists entering or exiting junctions and allow free flow of traffic.

1. BACKGROUND AND ISSUES

- 1.1 Concerns have been submitted by residents and businesses regarding issues with dangerous and obstructive parking and loading practices around the Park Street, Grimsby area. During site assessments conducted by the Traffic & Road Safety Team, a number of road safety concerns were observed that requires action in order to reduce risk of personal injury collisions.
- 1.2 It was observed that vehicles were found to be parked within the junction areas of Clerke Street, Freeston Street and Johnson Street, restricting visibility and preventing safe access and egress. In addition, it was also observed that large delivery vehicles were regularly parked close to the Fiveways roundabout junction on both sides of Park Street obstructing traffic flows and causing traffic to back up onto the roundabout. These vehicles were also obstructing sight lines and causing danger to other road users, in particular pedestrians and cyclists who were blind to any oncoming vehicles.
- 1.3 To try to address these issues, a number of Traffic Regulation Orders (TROs) are proposed. Junction protection road markings (double yellow lines) and designated loading provisions along with restrictions to prevent loading in certain areas are deemed necessary to address the dangerous parking practices, assist with safer delivery practices, increase visibility for all road users when accessing and egressing junctions thereby reducing the likelihood of collisions, and improving traffic flows in the area. These proposals and their extents are set out in the plans provided at Appendices 1 and 2 (Ref ADHR-PS-01 and ADHR-PS-02) attached to this report.
- 1.4 Informal consultation with residents and businesses in the Park Street area regarding the proposed measures took place between the period 18th December 2024 and 15th January 2025. There have been no concerns raised through the informal consultation. A resident in support of the scheme states they hope these proposals will solve the traffic jams on and around the Fiveways roundabout. Further, they hope the proposals will stop people parking across their dropped kerb access but states it will only work if the restrictions are monitored and enforced regularly.

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.

- In appropriate loading practices will continue which put other road users, including pedestrians and cyclists at risk of collision or injury.
- Pedestrian dropped kerbs will continue to be parked over causing inconvenience to residents in wheelchairs / mobility scooters and increasing risk of injury to these user groups.

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 obstructive parking and improve visibility sight lines in and around junctions.
- To provide traffic flow benefits.
- To provide designated, safe loading areas to cater for businesses in the area.
- To reduce road safety risk for all road users.
- 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. Informal consultation has not identified any concerns with the proposals. There will be a slight reduction in the length of on street parking available, however, there is availability of unrestricted carriageway at all locations that can safely accommodate parking for 24 hours a day. Further, there will two designated 24 hour Loading Bays for delivery drivers to safely load and unload deliveries to businesses.

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 the 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 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. 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 East Marsh and Sidney Sussex Wards.

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](#)

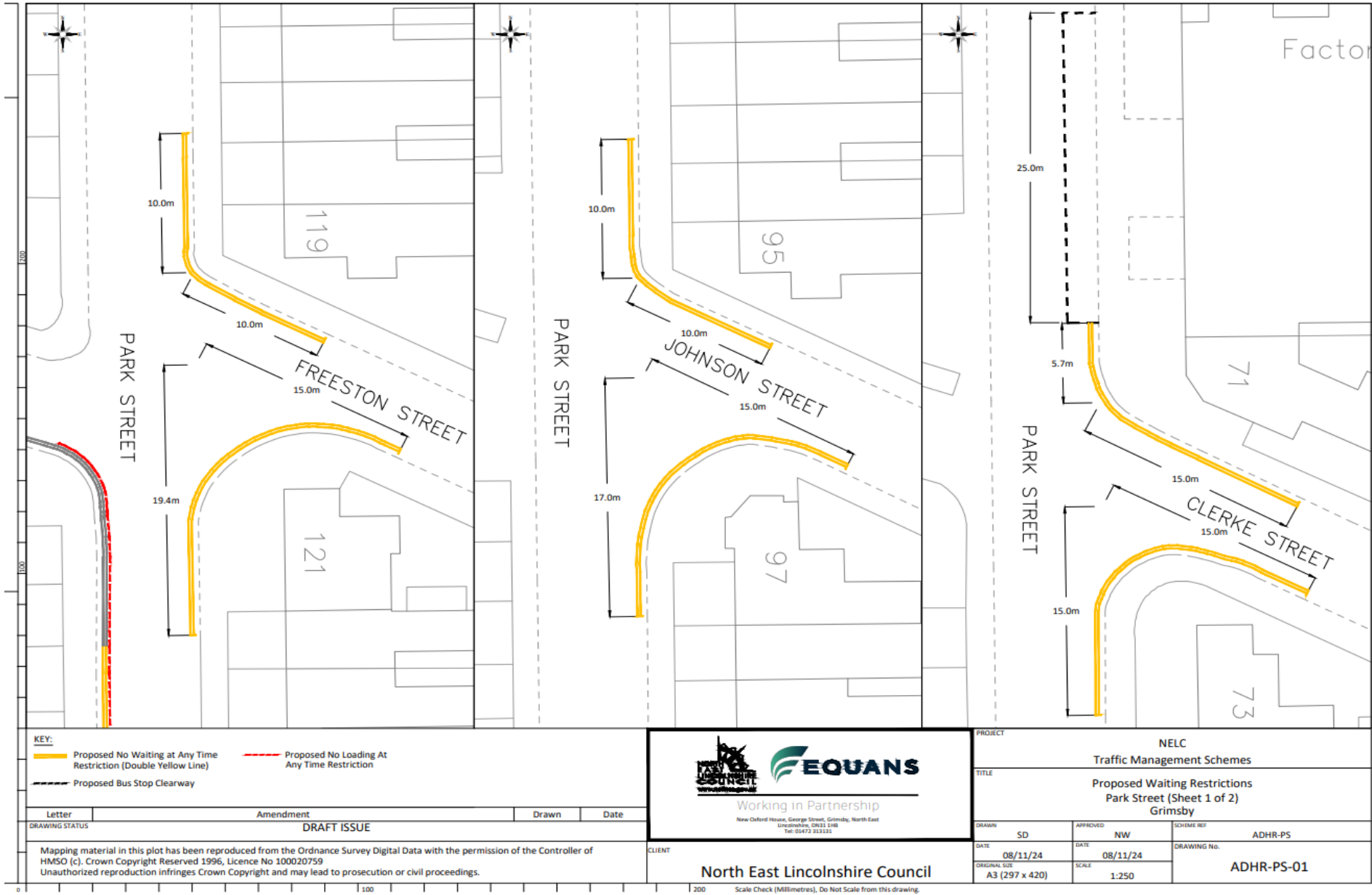
14. CONTACT OFFICER(S)

- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029
- Adrian Dennington, Head of Highways and Transportation, Equans, 07789 495 521

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix One



Appendix Two

