

PORTFOLIO HOLDER FOR 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 24-05: South Marsh Road, Stallingborough - No Waiting at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/24/03

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

In order to maintain unobstructed traffic flows and improve visibility site lines for vehicles moving in and out of the South Humber Bank Power Station site, 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 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 all road users accessing or egressing the South Humber Bank Power Station site on South Marsh Road, Stallingborough.

1. BACKGROUND AND ISSUES

1.1 Officers have received a report from the operators of the South Humber Bank

Power Station regarding access and egress issues at their site caused by HGVs parking overnight on South Marsh Road, Stallingborough.

- 1.2 It is therefore proposed to introduce new 24-hour Prohibition of Waiting restrictions to prevent parking at this location, the extent of which are detailed in the drawing at 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 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.
- 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 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 availability of unrestricted carriageway at all locations that can safely accommodate parking for 24 hours a day.

- 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. 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

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.

7.2 Implementation of the measures will reduce the risk of missed waste collections, thereby helping to mitigate against environmental factors associated with the leaving of refuse in the public highway for extended periods of time.

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 Immingham 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](#)

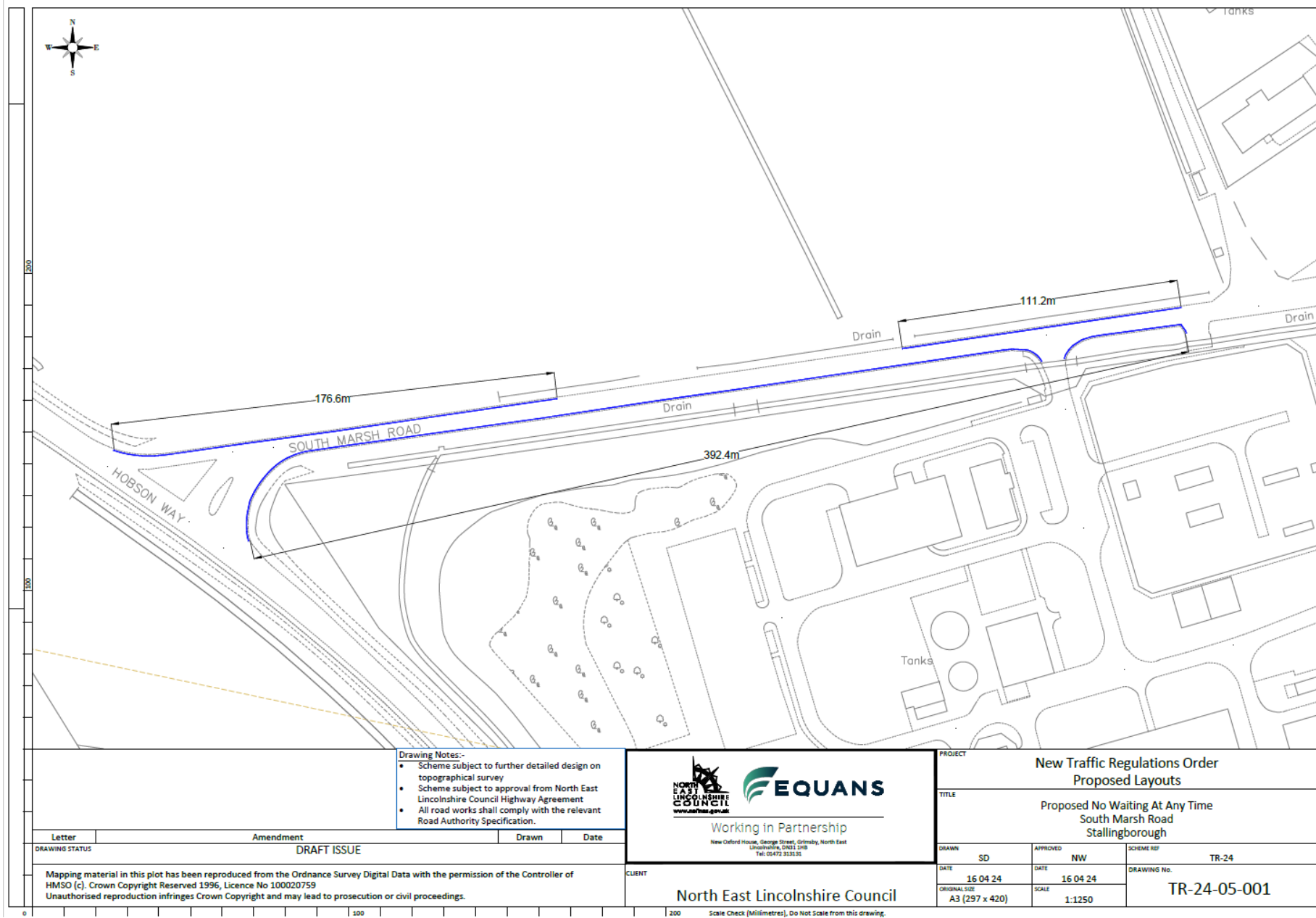
14. CONTACT OFFICER(S)

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

COUNCILLOR STEWART SWINBURN

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Appendix One



- Drawing Notes:-**
- Scheme subject to further detailed design on topographical survey
 - Scheme subject to approval from North East Lincolnshire Council Highway Agreement
 - All road works shall comply with the relevant Road Authority Specification.

PROJECT				New Traffic Regulations Order Proposed Layouts	
TITLE				Proposed No Waiting At Any Time South Marsh Road Stallingborough	
DRAWN	SD	APPROVED	NW	SCHEME REF	
DATE	16 04 24	DATE	16 04 24	DRAWING No.	
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:1250	TR-24-05-001	
CLIENT				North East Lincolnshire Council	

Letter	Amendment	Drawn	Date

DRAWING STATUS: DRAFT ISSUE

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Scale Check (Millimetres). Do Not Scale from this drawing.