

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	24 th March 2025
REPORT OF	Councillor Stewart Swinburn - Portfolio Holder Housing, Infrastructure & Transport.
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Traffic Regulation Order 25-09: Origin Way, Healing - No Waiting at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 03/25/02

CONTRIBUTION TO OUR AIMS

The ratification of the existing 24-hour Prohibition of Waiting (double yellow line) restrictions situated on Origin Way, Grimsby 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. Restriction will also help manage parking and vehicle movements on the Europarc estate which supports the Council's Stronger Economy objective.

EXECUTIVE SUMMARY

Following the formal adoption of Origin Way, Grimsby it is proposed to make a Traffic Regulation Order to enable the Council to exercise their civil enforcement powers against anyone found parked in contravention of the existing 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 formalise the existing 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 ratification of 24-hour Prohibition of Waiting restrictions is proposed to enable the Council to exercise its civil enforcement powers when needed. This will in turn ensure road safety for all road users, by being able to keep the area free of parked vehicles at all times, which will ensure clear visibility for drivers and cyclists exiting or egressing the busy off street parking areas that serve the business units.

1. BACKGROUND AND ISSUES

- 1.1 During the formal adoption process of Origin Way, Grimsby as public highway, it was noted that parts of the carriageway have road markings already in place as an attempt to control parking in the area. As previously these markings were installed on private land, the Council's civil enforcement powers would not have applied.
- 1.2 Given that Origin Way is now part of the adopted highway extent, and in order to enable effective enforcement of the parking controls when required, it is proposed to introduce a Traffic Regulation Order for the existing 24-hour Prohibition of Waiting restrictions, the extent and location of which are detailed in the drawing at Appendix 1 (Ref ADHR-OW-01-01).

2. RISKS AND OPPORTUNITIES

- 2.1 Should these proposals not be implemented, the risks are:
 - The parking controls in place would not be effective without the necessary legal orders in place to enable the Council to exercise its civil enforcement powers.
 - 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 enable 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 give improved visibility for pedestrians of approaching vehicles and vice versa.
 - 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, the road markings would not be supported by a legal order and no enforcement could be taken in the event of poor or unsafe parking behaviours.

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 no reduction in the length of on street parking available, and there is availability of unrestricted parking off Origin Way within designated car parks 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. All required road markings are already in situ on site. The costs associated with the implementation of the TRO are covered within the Equans/NELC partnership contractual arrangements.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 Given the location of the restrictions there are unlikely to be any specific implications for children and young people over those realised by the general population.

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.
- 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 Wolds 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)

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COUNCILLOR STEWART SWINBURN

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

Appendix One

