

# PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

<b>DATE</b>	17 <sup>th</sup> June 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure and Transport
<b>RESPONSIBLE OFFICER</b>	Paul Evans – Assistant Director Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 23-30: Estate Roads Project (Phase One) - No Waiting at Any Time
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 06/24/05

## CONTRIBUTION TO OUR AIMS

The introduction of 24-hour Prohibition of Waiting (double yellow lines) will contribute to the effective operation of businesses within the South Humberside Industrial Estate area and will support the safety of all road users by creating, and maintaining, a safer highway environment.

## EXECUTIVE SUMMARY

To address road safety and operational issues generated by parked vehicles, it is proposed to introduce new or extended 24-hour Prohibition of Waiting restrictions at a number of key locations within the South Humberside Industrial Estate area.

## 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 plans at Appendix 1 (refs TRO-23-30-01, TRO-23-30-02 and TRO-23-30-03)
- 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 selected areas free of parked vehicles at all times. These measures will in turn ensure clear visibility on the approaches to junctions, improve traffic movements particularly for larger vehicles, address operational issues reported by businesses, and create a safer environment for vulnerable road users.

## **1. BACKGROUND AND ISSUES**

- 1.1 Officers have received a number of reports from businesses within the Estate Roads area citing safety concerns and difficulties undertaking deliveries due to unsafe parking practices. Parked vehicles are preventing HGVs manoeuvring in and out of premises, blocking visibility at junctions, obstructing traffic flows and forcing businesses to undertake deliveries within the carriageway, thereby blocking roads. Some deliveries contain hazardous substances and require unloading of these to be done using forklift trucks, creating a potentially dangerous situation for all involved.
- 1.2 This has prompted a wider project to review of other estate roads in the areas with the intention to implement parking restrictions where they are necessary, review existing restriction lengths to ensure they are still appropriate, review current parking capacity and address unsafe and obstructive parking practices such as pavement parking.
- 1.3 The project will be split into phases starting with phase one, which seeks to address any immediate safety, or operational risks reported by businesses through the implementation of appropriate additional or new parking restrictions. Further phases will follow in due course and will be supported by a period of engagement with businesses to identify any restrictions that may be needed in addition to those outlined in this report.
- 1.4 This report therefore seeks approval for the making of the necessary traffic regulation orders required for phase one. It is proposed to introduce new or extended 24-hour Prohibition of Waiting restrictions to prevent parking at selected locations, the extent and location of which are detailed in the drawings 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.
  - That the loading and unloading of hazardous materials would continue in a potentially unsafe manner.
  - Businesses would continue to see disruptions to their deliveries which in turn may affect their business viability.
- 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 Equans Civil Enforcement Team to enforce any vehicles

parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

- To ensure that loading and unloading activities take place in an appropriate and safe manner and that businesses are able to have unrestricted access to their premises to allow normal business activities to take place.

### **3. OTHER OPTIONS CONSIDERED**

- 3.1 Do nothing. This is not recommended given the road safety issues identified above. This option would also not address the loading / unloading issues identified by businesses on the estate roads.

### **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 within the immediate vicinity of the new restrictions.

- 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 Given the location of these restrictions there is likely to be very little if any impact on children and young people as a result of the recommendation.

### **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 Freshney 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](#)

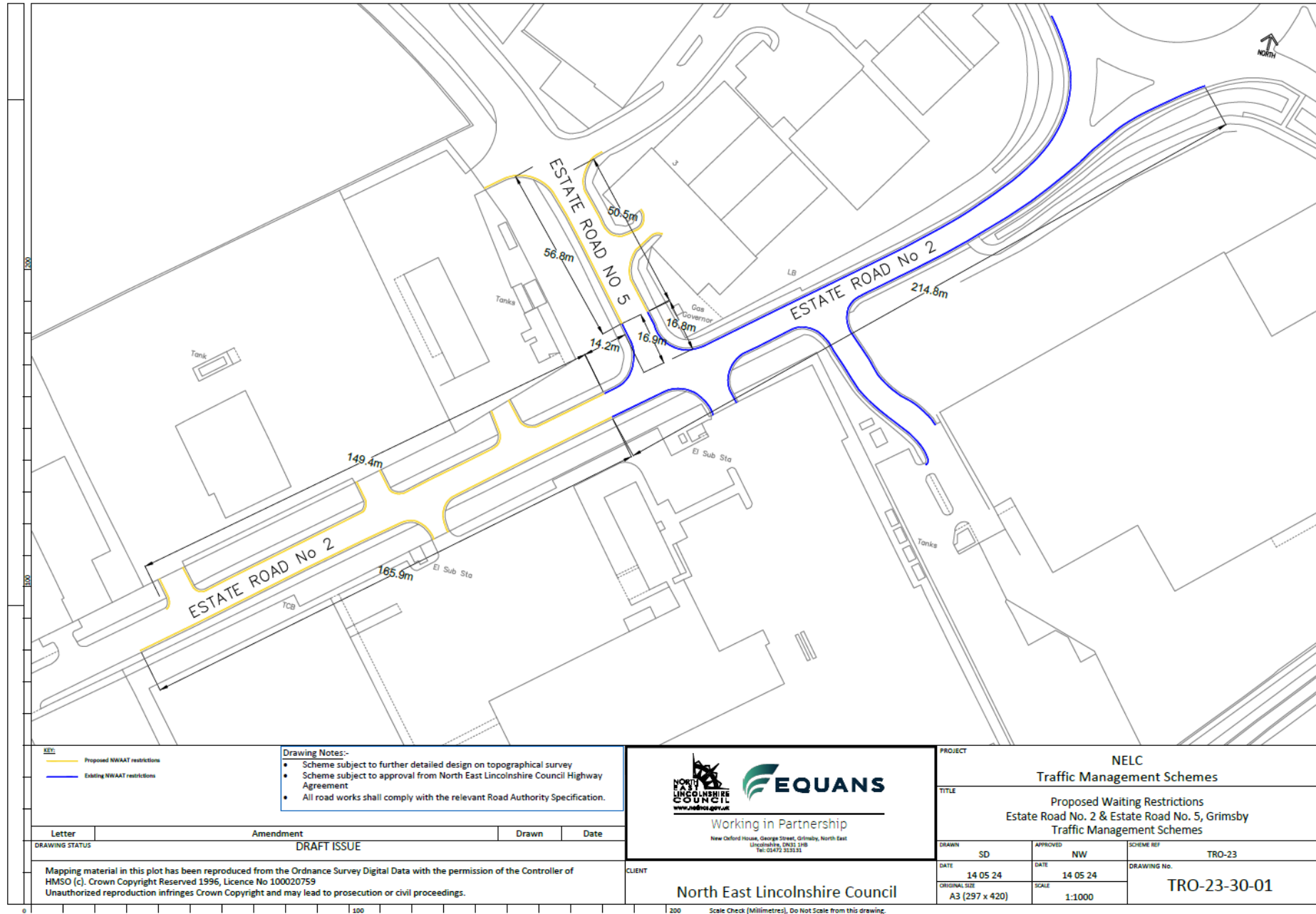
## **14. CONTACT OFFICER(S)**

- 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



<b>KEY:</b>
<span style="color: yellow;">—</span> Proposed NWAAT restrictions
<span style="color: blue;">—</span> Existing NWAAT restrictions

**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.




**Working in Partnership**

New Orford House, George Street, Grimsby, North East  
 Lincolnshire, DN33 3WB  
 Tel: 01472 313131

**PROJECT** NELC  
**Traffic Management Schemes**

**TITLE** Proposed Waiting Restrictions  
 Estate Road No. 2 & Estate Road No. 5, Grimsby  
 Traffic Management Schemes

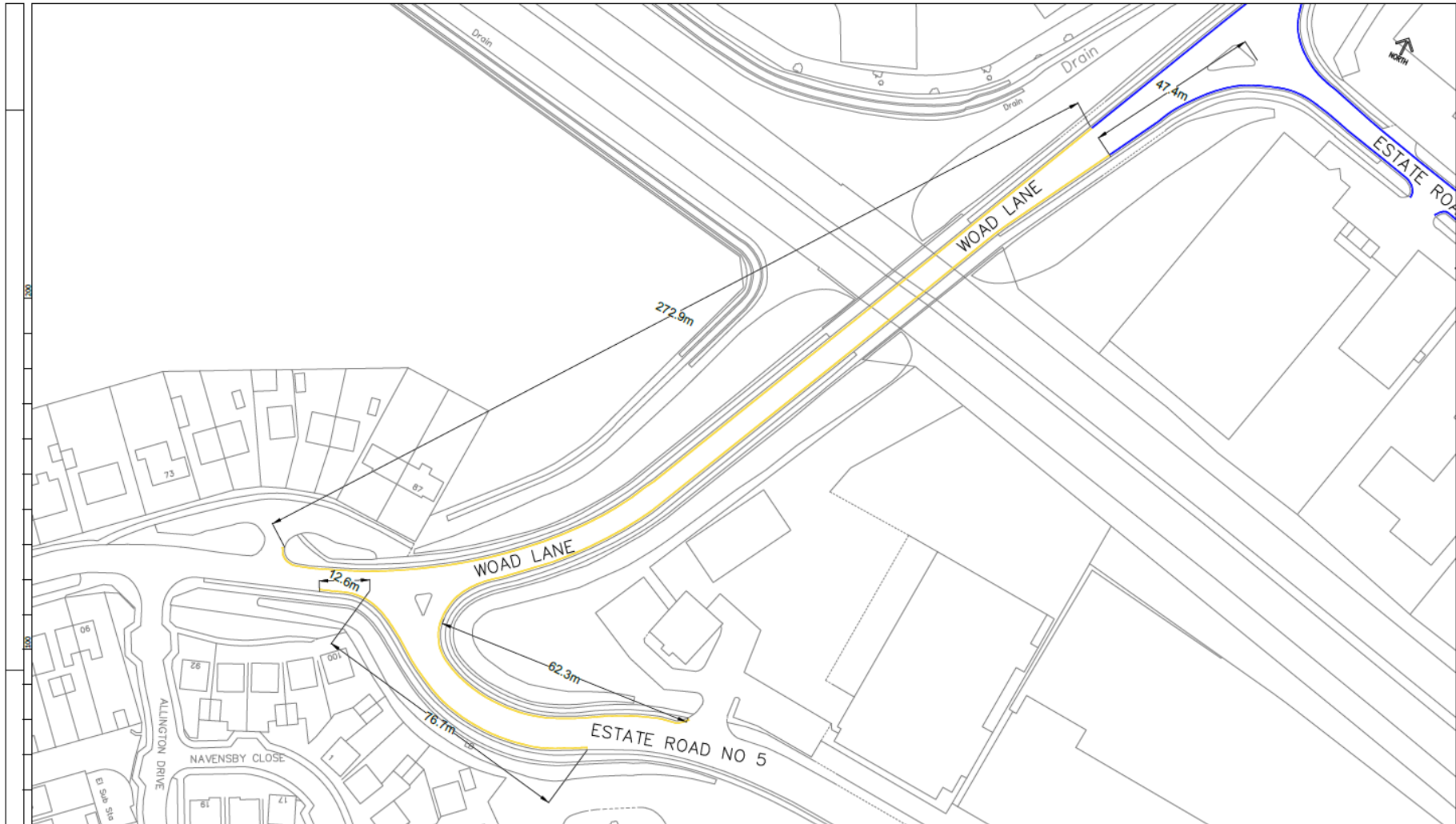
Letter	Amendment	Drawn	Date
	DRAFT ISSUE		

<b>DRAWN</b> SD	<b>APPROVED</b> NW	<b>SCHEME REF</b> TRO-23
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**CLIENT** North East Lincolnshire Council

<b>DATE</b> 14 05 24	<b>DATE</b> 14 05 24	<b>DRAWING No.</b> TRO-23-30-01
<b>ORIGINAL SIZE</b> A3 (297 x 420)	<b>SCALE</b> 1:1000	



KEY	
	Proposed NWAAT restrictions
	Existing NWAAT restrictions

- 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  
**NELC**  
Traffic Management Schemes

TITLE  
Proposed Waiting Restrictions  
Woad Lane & Estate Road No. 5, Grimsby  
Traffic Management Schemes

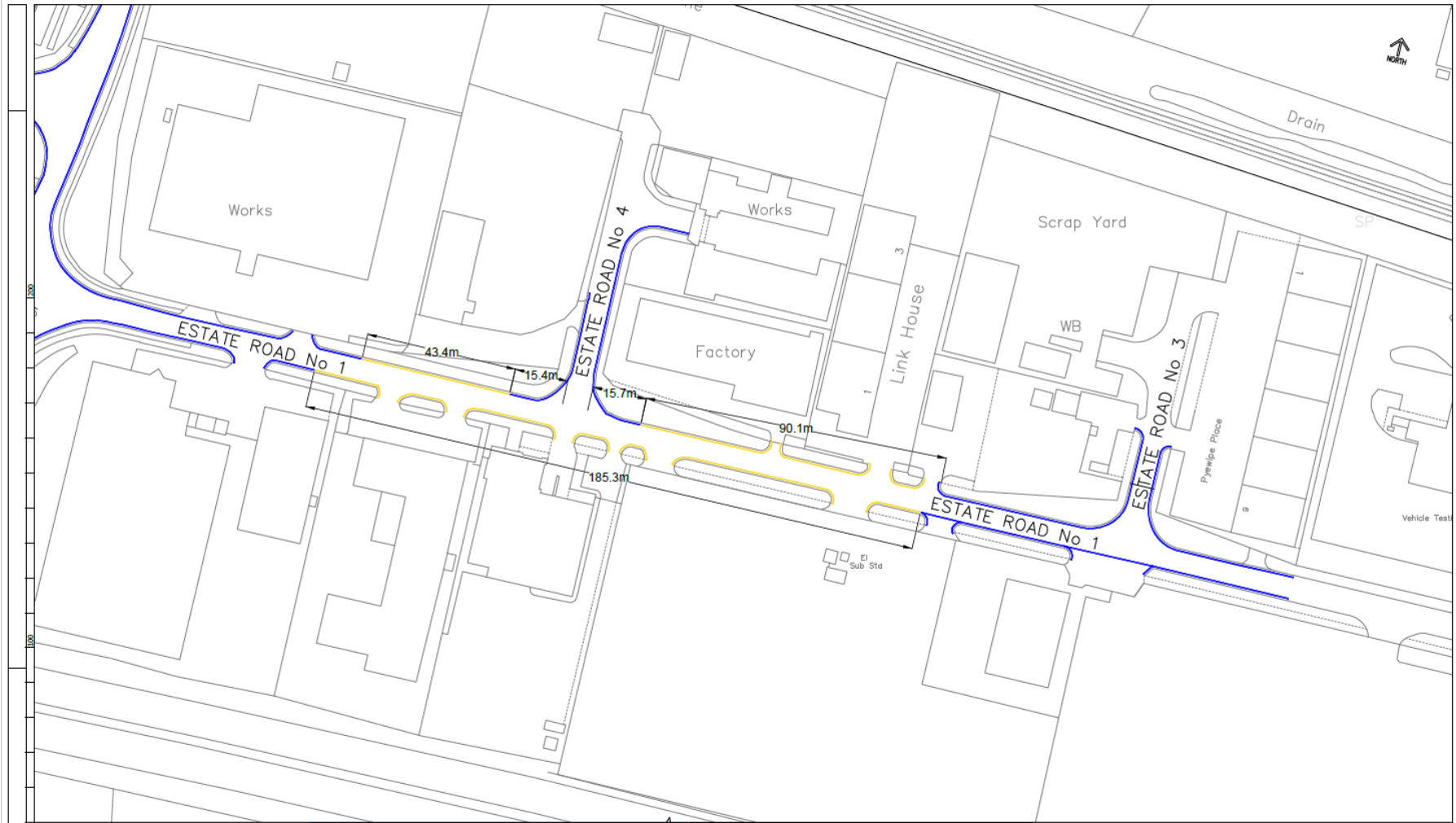
Letter	Amendment	Drawn	Date

DRAWING STATUS: **DRAFT ISSUE**

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CLIENT  
**North East Lincolnshire Council**

DRAWN	SD	APPROVED	NW	SCHEME REF
DATE	14 05 24	DATE	14 05 24	TRO-23
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:1000	DRAWING No. <b>TRO-23-30-02</b>



<b>KEY</b>
<span style="color: yellow;">—</span> Proposed NWAAT restrictions
<span style="color: blue;">—</span> Existing NWAAT restrictions

- 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.

Letter	Amendment	Drawn	Date
DRAWING STATUS: DRAFT ISSUE			

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 Tel: 01472 513151

CLIENT: **North East Lincolnshire Council**

PROJECT: **NELC Traffic Management Schemes**

TITLE: **Proposed Waiting Restrictions Estate Road No. 1 & Estate Road No. 4, Grimsby Traffic Management Schemes**

DRAWN	SD	APPROVED	NW	SCHEME REF	TRO-23
DATE	14 05 24	DATE	14 05 24	DRAWING No.	TRO-23-30-03
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:1000		