

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	Carolina Borgstrom, Director for Economy, Environment & Infrastructure
SUBJECT	Traffic Regulation Order 24-09: BSIP Locations – No Waiting at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHET 06/24/06

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 by creating and maintaining a safer highway environment. In addition, delivery will support the priorities of the Bus Service Improvement Plan (BSIP) by ensuring consistent and punctual bus services, and, in turn, increasing bus patronage to pre Covid-19 levels.

EXECUTIVE SUMMARY

In order to maintain unobstructed traffic flows, particularly for large vehicles such as local bus services, it is proposed to implement a new 24-hour Prohibition of Waiting restrictions at various locations around the borough.

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, and locations of which are detailed in the attached appendices.
- 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, and ensure the free flow of local bus services, in turn providing consistent and punctual bus services, which will work towards the target of boosting bus patronage back to pre-Covid-19 levels. By keeping the various areas free of parked vehicles it alleviates the current issues of local bus services being held up by the parked vehicles, or buses being diverted due to access being restricted by parked vehicles, resulting in bus stops and passengers on various bus routes being missed.

1. BACKGROUND AND ISSUES

- 1.1 Through the Bus Service Improvement Plan (BSIP) funding, the Council have allocated £909,662 to bus priority measures.
- 1.2 The Council commissioned SYSTRA to conduct an independent study within North East Lincolnshire to identify locations where buses frequently get delayed or encounter issues on the highway, affecting punctuality and service delivery, and what solutions / improvements the Council could implement to improve the punctuality, journey time and consistency of bus services. During the development of the study SYSTRA used the Bus Open Data Service (BODS) and conducted surveys with Stagecoach drivers.
- 1.3 The locations for No Waiting at Any Time restrictions within the appendices were identified in SYSTRA's study, and by Stagecoach as locations where parked vehicles frequently have an impact on bus services.
- 1.4 It is therefore proposed to introduce new 24-hour Prohibition of Waiting restrictions, the extent and locations of which are detailed in the appendices.

2. RISKS AND OPPORTUNITIES

- 2.1 Should these proposals not be implemented, the risks are:

- That bus services continue to be affected by parking issues on the highway, forcing bus services to be diverted, and passengers to be missed, or service punctuality being impacted, resulting in an inconsistent bus service and a lack of confidence for bus passengers.
- If the BSIP funding is not spent on bus priority, then the Council must return the funding to the DfT.

- 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 accessibility, punctuality, and consistency of local bus services.
- To provide traffic flow benefits.
- To give improved visibility for pedestrians of approaching vehicles and vice versa.
- To be seen as taking a proactive approach by Stagecoach and the DfT in ensuring improvements and benefits to local bus services are being delivered.
- Aiding the growth of bus patronage on local bus services back to pre-Covid-19 levels.
- By introducing mandatory restrictions which are fully backed by a legal TRO will enable NELC's 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 risk and opportunities 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 at various locations, however, there will be availability of unrestricted carriageway at locations that can safely accommodate parking for 24 hours a day.

4.2 If approval is given to this proposal, the Orders 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 Orders.

5. FINANCIAL CONSIDERATIONS

5.1 The recommendation will be fully funded through the Bus Service Improvement Plan Grant budget, so therefore will not require additional expenditure from the Council.

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 added milage that local bus services are forced to make and reduce the idle time of buses that are caught in the parking issues.

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, these works are to be fully funded from the Bus Service Improvement Plan grant.

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 the following Wards:

- Haverstoe
- Freshney
- West Marsh
- Yarborough
- South
- Croft Baker
- Humberston and New Waltham

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](#)

[North East Lincolnshire Council's Bus Service Improvement Plan](#)

14. CONTACT OFFICER(S)

- Paul Evans, Assistant Director - Environment Economy & Infrastructure, NELC, 01472 323029
- Martin Lear, Head of Transport, Equans / NELC, 01472 324482

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix One – Belvoir Road



KEY: Proposed No Waiting At Any Time restrictions Existing No Waiting At Any Time restrictions		Drawing Notes:- <ul style="list-style-type: none"> • 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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CLIENT
North East Lincolnshire Council

PROJECT				NELC NELC Bus Service Improvement Plan (BSIP)							
TITLE								Proposed Traffic Regulation Orders: Belvoir Road, Cleethorpes			
DRAWN	SD	APPROVED	NW	SCHEME REF				TR-24			
DATE	24 05 24	DATE	24 05 24	DRAWING No.				TR-24-09-001			
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500								

Appendix Two – Wybers Way



<p>KEY:</p> <ul style="list-style-type: none"> Proposed No Waiting At Any Time restrictions Existing No Waiting At Any Time restrictions Proposed Bus Stop Clearance Existing Bus Stop Sign Existing Bus Stop Clearance 		<p>Drawing Notes:-</p> <ul style="list-style-type: none"> 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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CLIENT
 North East Lincolnshire Council

PROJECT
 NELC
 NELC Bus Service Improvement Plan (BSIP)

TITLE
 Proposed Traffic Regulation Orders:
 Wybers Way & Wybers Wood, Grimsby

DRAWN	SD	APPROVED	NW	SCHEME REF	TR-24
DATE	24 05 24	DATE	24 05 24	DRAWING No.	TR-24-09-012
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500		

Appendix Three – Elsenham Road & Stortford Street



KEY:
 Proposed No Waiting At Any Time 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.

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PROJECT
 NELC
 NELC Bus Service Improvement Plan (BSIP)

TITLE
 Proposed Traffic Regulation Orders:
 Elsenham Road & Stortford Street, Grimsby

Letter	Amendment	Drawn	Date
DRAWING STATUS: DRAFT ISSUE			

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DRAWN SD	APPROVED NW	SCHEME REF TR-24
DATE 24 05 24	DATE 24 05 24	DRAWING NO. TR-24-09-005
ORIGINAL SIZE A3 (297 x 420)	SCALE 1:500	

Appendix Four – Littlefield Lane to Chelmsford Avenue



KEY
 Proposed No Waiting At Any Time 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
 NELC Bus Service Improvement Plan (BSIP)

TITLE
 Proposed Traffic Regulation Orders:
 Chelmsford Avenue & Littlefield Lane, Grimsby

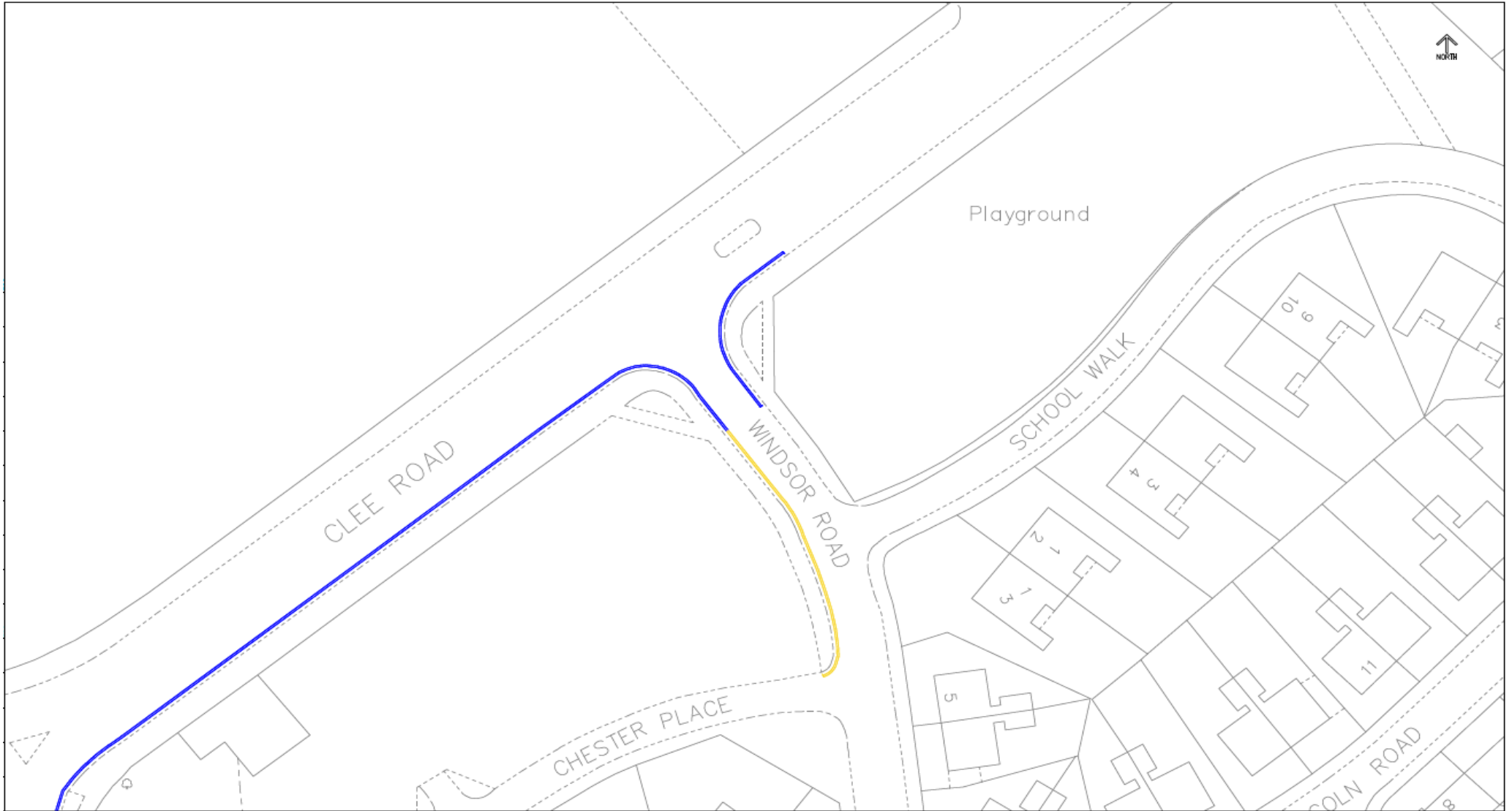
Letter	Amendment	Drawn	Date
DRAWING STATUS: DRAFT ISSUE			

DRAWN	SD	APPROVED	NW	SCHEME REF	TR-24
DATE	24 05 24	DATE	24 05 24	DRAWING NO.	TR-24-09-004
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500		

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Appendix Five – Windsor Road



KEY:
 - Yellow line: Proposed No Waiting At Any Time restrictions
 - Blue line: Existing No Waiting At Any Time 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
 NELC Bus Service Improvement Plan (BSIP)

TITLE
 Proposed Traffic Regulation Orders:
 Windsor Road, Cleethorpes

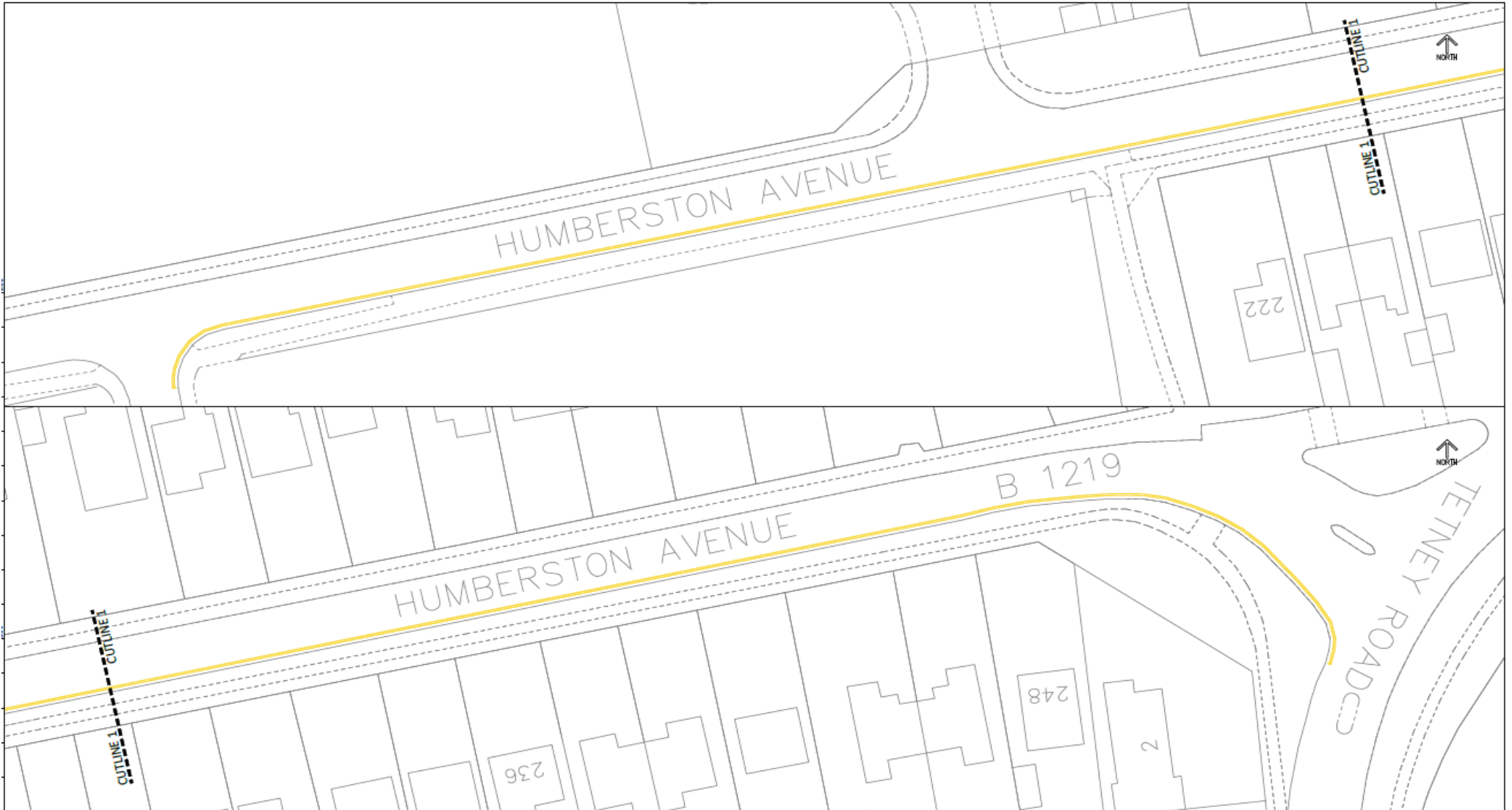
Letter	Amendment	Drawn	Date
DRAFT ISSUE			

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DRAWN	SD	APPROVED	NW	SCHEME REF	TR-24
DATE	24 05 24	DATE	24 05 24	DRAWING No.	TR-24-09-011
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500		

Appendix Six – Humberston Avenue



KEY
 Proposed No Waiting At Any Time 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
 NELC Bus Service Improvement Plan (BSIP)

TITLE
 Proposed Traffic Regulation Orders:
 Humberston Avenue, Grimsby

Letter	Amendment	Drawn	Date
DRAFT ISSUE			

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DRAWN	SD	APPROVED	NW	SCHEME REF	TR-24
DATE	24 05 24	DATE	24 05 24	DRAWING No.	TR-24-09-007
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500		