

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

<b>DATE</b>	16th December 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 24-14: Abbey Park Road, Grimsby – Amendment to Waiting Restrictions
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHHIT 12/24/04

## **CONTRIBUTION TO OUR AIMS**

Ensuring that the appropriate length of waiting restrictions are in place will contribute to the health and wellbeing of all road users, residents and visitors to the area by creating, and maintaining, a safer highway environment for all users.

## **EXECUTIVE SUMMARY**

To enable the installation of a new residential vehicle access on Abbey Park Road, Grimsby it is necessary to amend the extent of the current waiting restrictions that front the property concerned.

## **RECOMMENDATIONS**

It is recommended that:

- a) Approval be granted for the making of a Traffic Regulation Order (TRO) to extend the No Waiting at Any Time (double yellow line) restrictions as shown indicatively on drawing TR-24-14-001 in Appendix 1.
- b) Approval be granted for the making of a TRO to revoke a section of the Limited Waiting restriction (Monday to Saturday, 8am – 6pm - 2 Hours, No return within two hours) as shown indicatively on drawing TR-24-14-001 in Appendix 1.
- c) In the event there are unresolved material objections to the Orders, they are referred back to the Portfolio Holder for determination and a decision as to whether or not the Orders be confirmed and executed.

## **REASONS FOR DECISION**

The amendment of the current waiting restrictions on a section of Abbey Park Road, Grimsby is necessary to facilitate the installation of a residential vehicle access.

## **1. BACKGROUND AND ISSUES**

- 1.1 A dropped kerb application for the installation of a new residential vehicle access has been received from the property owner of 21 Abbey Park Road, Grimsby.
- 1.2 To facilitate the above, the waiting restrictions within the highway will need to be adjusted, the extent of the changes are shown indicatively on drawing TR-24-14-001 in Appendix 1.

## **2. RISKS AND OPPORTUNITIES--**

- 2.1 Should these proposals not be implemented, the risks are:
  - That it will prevent proper use of the formally approved residential access and potentially create confusion for users of the parking bay.
- 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 introduce restrictions which are supported 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 Take no action. This would though, prevent delivery of the approved residential access and would create conflict between vehicles trying to exit the property and any parked vehicles.

## **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 given that the residential access along with any associated changes to the highway infrastructure, has already been given formal consent. The proposed restrictions simply seek to support those changes.
- 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 costs required are covered through the Council's partnership arrangement with Equans.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

- 6.1 The proposals are not expected to have any significant specific impacts on children and young people.

## **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

- 7.1 The proposals are not expected to have any significant impact on climate change 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 the Park 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**

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## Appendix 1

