



To be submitted to the Council at its meeting on 18th July 2024

PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE AND TRANSPORT

17th June 2024 at 10.30 a.m.

Present

Councillor S Swinburn (in the Chair)

Officers in Attendance:

- Paul Thorpe (Operations Director Equans)
- Anthony Snell (Transport and Traffic Manager Equans)
- Paul Evans (Assistant Director – Infrastructure)
- Martin Lear (Principal Transport Officer)
- Lani Lamming (Enhanced Bus Quality Partnership Co-ordinator)
- Keith Thompson (Lead Solicitor)
- Sophie Pickerden (Committee Support Officer)

Also in attendance:

There were one member of the press and twelve members of the public in attendance at the meeting.

PH.HIT.1 APOLOGIES FOR ABSENCE

There were no apologies for absence for this meeting.

PH.HIT.2 DECLARATIONS OF INTEREST

There were no declarations of interest from the Portfolio Holder in respect of any items on the agenda for this meeting.

PH.HIT.3 MINUTES

RESOLVED – That the minutes of the Portfolio Holder for Environment and Transport meeting on the 25th March 2024 be agreed as a correct record.

PH.HIT.4 RESPONSE TO LACEBY VILLAGE PETITION (GRIMSBY ROAD PARKING)

The Portfolio Holder considered a report that provided a formal response to the petition received by the Portfolio Holder for Environment and Transport from residents requesting action to solve parking issues in Laceby.

Ms Horsley spoke on behalf of petitioners. Ms Horsley stated that residents felt disappointed, patronised by some statements and insulted by the recommendation suggested. She said that Mr Thorpe had said at the previous meeting, that the report would outline solutions and instead the report recommended no change. Ms Horsley said that no change would mean all day parking would remain which was a contributing factor to vehicles mounting the pavements, being driven three abreast and the blind corner being blind. Ms Horsley said that near misses would rise, and it was an accident waiting to happen. Ms Horsley said that contrary to what the report stated, there had already been a collision, albeit not recorded. Ms Horsley referred to the Risks section in the report which stated that the 'vehicle parking will be displaced elsewhere'. She said that whilst that was true, the vehicles that parked in the area all day were predominately vehicles from those at the BMW garage whose employer provided a park and ride service. Ms Horsley said that no thought was given to vehicles displaced when George Butler Close residents asked for parking restrictions. She said that those residents were not told that the roads were a public highway, and drivers were allowed to park for as long as they want, and that there were no enforcement activities that could take place. Ms Horsley questioned what the difference was. Ms Horsley said that the report submitted from officers referred to the recommendation being based on data and assessment, but one day's worth of data could not possibly equal the impact that residents have had to endure five days a week. Ms Horsley said that the report in 2023 and the current report failed to mention the health and wellbeing of residents. She said that twelve months was a long time for residents to wait when residents were being impacted daily. Ms Horsley said that residents had never said they wanted to stop parking, but instead introduce time restricted parking. Ms Horsley said that if the all-day parking were stopped, it would improve road safety, visibility, and traffic flow. Ms Horsley said that it would also increase on-street parking for the villagers for doctors appointments and

the use of the local amenities, as well as for visitors to the area; and would allow carers/relatives to attend to the most vulnerable and lone elderly residents. She said that during the weekend, there were no issues as the workers were not there. Ms Horsley said that if nothing was done to address the issues, then residents would be in the exact same place in twelve month's time. She stated that residents would like a Traffic Regulation Order (TRO) to be put in place or an Experimental Traffic Regulation Order (ETRO) as the Portfolio Holder had suggested at the last meeting. Ms Horsley stated that residents wanted the restrictions to be single yellow line 'No Waiting', with the timings to be Monday – Friday 9am to 11am and 1pm to 2pm on Grange Avenue, Whitgift and Trevor Close. She said that residents also wanted restricted parking on Grimsby Road from Monday to Friday, with parking for 2 hours between 8am to 6pm and on the other side single yellow line 'No Waiting' restrictions with the timings to be Monday to Friday 8am – 6pm. Ms Horsley said that the Responsible Officer stated, that if the recommendation, were to be approved, it would be monitored for 12 months, and no additional resources would be required to enforce the two hour parking restriction proposed. Ms Horsley asked the Portfolio Holder to stand with the residents on the issue.

Councillor Childs spoke as the Chairman of Laceby Parish Council. He said that he wanted to echo Ms Horsley's statement. Councillor Childs said that the report produced by officers was disappointing. He stated that the solution could not be doing nothing. Councillor Childs said that 12 months was a long time for residents to be expected to wait. He said that he had personally had residents tell him that they were considering moving due to the issues. Ms Horsley said that in the areas affected, lots of the residents were elderly and driving was an important source of freedom for them, but they cannot do that if they don't feel safe. Councillor Childs said that the park and ride service provided by BMW was not being used. He said that he would like to see two-hour restricted parking. Councillor Childs referred to section 1.20 in the report which stated that the carriageway was adequate and there was space for a standard sized vehicle to manoeuvre. He said that it was a blind corner and an accident waiting to happen. Councillor Childs reiterated that he wanted to echo the resident's frustrations who felt ignored and dismissed by the report. He said that the issue could not go on for another twelve months.

The portfolio holder asked officers to summarise the report.

Mr Snell stated that prior to the petition being submitted, he had undertaken a site visit in conjunction with the Parish Council and with the Ward Councillor. He said that as a result of the site visit, three main issues were identified to be considered. Mr Snell stated that the three issues were the loading and unloading on Grimsby Road adjacent to the Marshall BMW garage, vehicles being parked on Grange Avenue too close to the junction and vehicles being parked opposite the junction on Grange

Avenue. Mr Snell said that following consideration, it was recommended that no action be taken at the present time regarding the loading and unloading on Grimsby Road as the necessary Traffic Regulation Order (TRO) was in place and was enforced. He said that the Parish Council and Ward Councillors had been informed that they can report any vehicles loading and unloading to the Parking Enforcement Team. Mr Snell stated that officers had also spoken to the management staff at the garage and expressed residents' concerns and the staff had informed them that they were making an effort to ensure that activities took place off the highway but that delivery drivers were responsible for where they load and unload.

Mr Snell said regarding vehicles being parked near the junction on Grange Avenue, it was considered that the existing waiting restrictions at the junction were likely to be sufficient. Mr Snell explained that during the site visits, it was observed that the number of vehicles entering and leaving Grange Avenue was low and there appeared to be good observation of the current double yellow line restrictions. Mr Snell said that a traffic count was carried out during peak time and a total of 325 vehicles were counted travelling along Grimsby Road with 29 vehicles entering or leaving Grange Avenue. Mr Snell stated that the GPS speed data suggested that the all day average speed was around 16mph. He said that there had been no reported collisions or injuries on Grange Avenue within the last five years. Mr Snell said that it was felt that there was a low risk of vehicle collisions and injuries occurring as a result of the current arrangements.

Mr Snell said that regarding vehicles parking on Grimsby Road, opposite the junction on Grange Avenue, it was found following site visits that 6-8 vehicles regularly parked on the carriageway and some 'give and take' was required to allow traffic to pass. Mr Snell said that the existing on street parking on Grimsby Road helped to lower vehicle speed and removing the on street parking could result in an increase in vehicle speed. Mr Snell explained that there had been no reported collisions or injuries on Grimsby Road within the area of the Grange Avenue junction, but the Council had been made aware of several 'unsafe acts' reported by residents. He said that the current arrangements with parking on Grimsby Road opposite the Grange Avenue junction was not unusual and was similar to many other areas across the Borough. Mr Snell said that it was recommended that no action be taken but that the current arrangements be monitored. He said that whilst there would be some benefit for the Eastbound buses on Grimsby Road by introducing parking restrictions, the benefit would be negligible. Mr Thorpe said that the report submitted provided a response to the petition as agreed at the last meeting.

The Portfolio Holder said that he was disappointed as he had wanted the report to outline recommendations to solve the issues and that hadn't happened. The Portfolio Holder stated that it was important that people were reporting any incidents as if they were not reported then they would not be included in the data. The Portfolio Holder suggested that the Parish

Council raised the issue of near misses with the Police at their meetings. The Portfolio Holder asked why we could not introduce the same restrictions as on George Butler Close. Mr Snell responded that there was the option to implement those restrictions in other areas in the Borough, but the requirement of those restrictions had to be weighed up and it had to be considered how those restrictions would affect the movement of traffic. He said that Grange Avenue had been considered and it was not felt that the vehicles parked on the carriageway were causing a road safety risk. The Portfolio Holder said that he would like it looked at again.

The Portfolio Holder asked whether there had been any concerns raised by the Ambulance Service. Mr Thorpe responded that no concerns had been received. The Portfolio Holder queried whether an ETRO had been considered. Mr Snell responded that to introduce an ETRO, you have to be conducting an actual experiment and the council legal team would have to advise on whether the current situation would fit the relevant criteria. The Portfolio Holder said that, that advice should have already been sought.

The Portfolio Holder said that he would like the petition to be added to his tracker and would like an update from officers on a monthly basis. The portfolio holder reiterated that it was vital that incidents were being reported to the authorities.

Ms Horsley stated that she had reported a recent incident to officers. The Portfolio Holder said that the report needed to reflect that, and that further information was needed on whether an experimental Traffic Regulation Order could be introduced. The Portfolio Holder stated that the issue would be followed up further and he would like to be updated monthly.

RESOLVED –

1. That the Portfolio Holder for Housing, Infrastructure and Transport receive monthly updates from officers regarding the parking issues in Laceby.
2. That officers seek legal advice regarding the potential introduction of an experimental Traffic Regulation Order (TRO) and report back to the Portfolio Holder for Housing, Infrastructure and Transport.

PH.HIT.5 TRAFFIC REGULATION ORDER 24-07: LITTLE COATES ROAD, GRIMSBY - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval to replace current 'No Waiting 8am – 6pm, Monday to Saturday' with new 24-hour Prohibition of Waiting restrictions.

RESOLVED –

1. That 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 of the report now submitted, be approved.
2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

PH.HIT.6 TRAFFIC REGULATION ORDER 24-05: SOUTH MARSH ROAD, STALLINGBOROUGH - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval to install new 24-hour Prohibition of Waiting restrictions.

RESOLVED –

1. That 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 of the report now submitted, be approved.
2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

PH.HIT.7 TRAFFIC REGULATION ORDER 23-30: ESTATE ROADS PROJECT (PHASE ONE) - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval of approval to introduce new or extended 24-hour Prohibition of Waiting restrictions at a number of key locations within the South Humberside Industrial Estate area.

RESOLVED –

1. That 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) of the report now submitted, be approved.
2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

**PH.HIT.8 TRAFFIC REGULATION ORDER 24-09: BUS SERVICE
IMPROVEMENT PLAN LOCATIONS – NO WAITING AT ANY
TIME**

The Portfolio Holder considered a report that sought approval to implement a new 24-hour Prohibition of Waiting restrictions at various locations around the borough.

RESOLVED –

1. That the making of a Traffic Regulation Order (TRO) be granted to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent, and locations of which are detailed in the attached appendices of the report now submitted, be approved.
2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

There being no further business, the Portfolio Holder closed the meeting at 11.15am.