

PORTFOLIO HOLDER – HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	24 th October 2024
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom, Director for Environment, Economy, and Infrastructure
SUBJECT	Amendment to the Off-Street Parking Places Order 2022 to include a new Parking Place – Toll Bar car park.
STATUS	Open
FORWARD PLAN REF NO.	GENERAL EXCEPTION. Not included on the Forward Plan therefore, to be considered under the General Exception provisions of the Constitution

CONTRIBUTION TO OUR AIMS

A borough wide Parking Strategy directly supports both the Council's priorities of a "stronger local economy" and "stronger communities" by ensuring that there is an effective and equitable approach to both on and off-street parking.

The Council has clear ambitions for the economic growth of North East Lincolnshire as set out in its Economic Strategy and Local Plan.

This report and the appended documents present an approach to the management of the Toll Bar car park and drop off facility. This project will fulfil one of the planning obligations associated with the adjacent housing development.

EXECUTIVE SUMMARY

The purpose of this report is to seek approval for an amendment to the North East Lincolnshire Borough Council Off Street Parking Places Order 2022, to include a new off-street public car park opposite Toll Bar academy. As part of planning requirements for the Wigmore Park development, an off road pick up/drop off and parking facility is being built to address unsafe parking practices along Station Road.

To follow with consultation in accordance with statutory requirements and proceed with the making of the amendment Order if no objections are received.

Full details of the parking provision to be included in the 'The Borough of North East Lincolnshire Council (Off-Street Parking Places) Order 2022' are scheduled in

Appendix 1 to 2 to this report.

Appendix 1 – Details of proposed parking provision

Appendix 2 – Map of parking place location

RECOMMENDATIONS

It is recommended that the Portfolio Holder

1. Approves the commencement of 'The Borough of North East Lincolnshire Council (Off-Street Parking Places) Order 2022 (Amendment No.8 2024)', for consultation in accordance with statutory requirements. Exercising its powers under Sections 32, 35, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling power and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act.
2. Subject to no objections being received, the Portfolio Holder approves the making of the Parking Places Order, as detailed in attached appendices.
3. In the event that there are unresolved objections to the Order, these are referred to the Portfolio Holder for determination and decision as to whether the Parking Places Order be confirmed.

REASONS FOR DECISION

The proposed car park and drop off facility is one of a number of measures that the Council are exploring to deal with parking within the vicinity of Toll Bar academy. As part of the Wigmore Park development, the car park was specified for traffic mitigation.

The amendment of the parking Order will enable its use as an operational car park.

1. BACKGROUND AND ISSUES

- 1.1 There have been one serious and four slight reported personal injury collisions on Station Road over the last five years. Some highway improvements have previously been made in the area. To conclude these measures, a new car park and drop off facility is being built in order to remove parking completely from verges in the area.
- 1.2 Verge parking On Station Road has resulted in widespread damage, it has created issues with visibility and access to properties along Station Road and creates a road safety risk for pedestrians and cyclists on both the carriageway and adjacent segregated cycle/footway.
- 1.3 The current Clearway restrictions are to be extended over the full length of Station Road to ensure that the parking does not simply transfer from the verge to the carriageway, and to ensure that drivers are encouraged to utilise the off street car park/drop off to fulfil its purpose as a safer parking alternative.

2. RISKS AND OPPORTUNITIES

- 2.1 The legal process involved in making Orders requires that a formal consultation process be undertaken to allow stakeholders to express their views towards the proposal. Should the correct procedures for formal consultation not be adhered to, those consulted upon may have the right of appeal through application to the High Court.
- 2.2 There is an opportunity for an estimated fifty-four parking spaces to be utilised.
- 2.3 The proposed Parking Order will reflect the car park in terms of parking charges and usage.
- 2.4 There is an opportunity to support the safe operation of the highway and provide an option for off-street parking.
- 2.5 Toll Bar car park will be a cashless car park only, using the current pay by phone provider. This would alleviate the need for a ticket machine and only signage would be required, removing costs for the purchase of a ticket machine, operating costs and maintenance and the risk of attempted theft of the cash within a machine.
- 2.6 Using only a pay by phone provider to purchase a parking session may carry a risk of not providing an alternative option for those without access to a mobile phone. An Equality Impact Assessment will be completed and the situation will be monitored.
- 2.7 Signage will be placed in a prominent place within the car park to advise the public of the requirement to make a payment for their required duration of stay, using the Council's current pay by phone provider, between the hours of 7am and 6pm.
- 2.8 Motorists may choose to not utilise the new car park in favour of parking on residential streets within the Wigmore Park development site, which could create visibility and safety issues, particularly when parked close to junctions.
- 2.9 There is a risk that parking will continue on Station Road and that the intended car park / drop-off area will not be suitably utilised thereby negating the expected road safety benefits.

3. OTHER OPTIONS CONSIDERED

- 3.1. Do nothing. The land will not be managed, which is not recommended given the road safety risks detailed above.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1. The amendment Order will be formally advertised in accordance with legislation. A public notice will be published in the local press and erected in the

relevant Off-Street Parking Place to give advice on the Council's intention to make any order. This provides an opportunity for anyone to engage with the making of the order. The process is designed to ensure transparency for the approval and subsequent publication of the North East Lincolnshire Borough Council (Off-Street Parking Places) Order 2022 (Amendment No.8 2023).

4.2. Communication regarding the progress and delivery of any order will be through:

- Publication of the relevant public notices in the local press and in all relevant parking places
- Portfolio Holder updates
- Email to Ward Councillors and Town/Parish Councils on commencement of each stage of the process

4.3. There is a potential negative reputational risk for the Council if objections to a Traffic Regulation Order (TRO) are received where a resolution is not possible. Should this occur the Portfolio Holder will resolve.

4.4. The Council will be responsible for the development and management of communications for the project.

5. FINANCIAL CONSIDERATIONS

5.1. The construction element of the activity will be delivered through Equans Professional Services, through the PAYG teams.

5.2. Enforcement will be required, which could affect resources and attendance to existing patrol routes.

5.3. It is proposed that the car park will accommodate demand for any duration of parking from a free drop off facility between 8am and 9am and 3pm and 4pm, to a two-hour tariff at £1.50, and all-day parking at £2.50, both authorised through the Councils cashless payment provider.

5.4. It is estimated that the utilisation of this land as a new off-street public car park may generate revenue income of between £7k to £15k per annum, dependant on usage.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

6.1. The proposal will deliver improvements to road safety by encouraging vehicle road users to utilise properly designated off road parking facilities.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

7.1. The proposals are not expected to impact on climate change.

8. CONSULTATION WITH SCRUTINY

8.1. There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

- 9.1. The cost of the required informational signage will be funded by the Toll Bar capital scheme which is part of the Councils approved Capital Investment Programme.
- 9.2. Dependent on usage, the car park could generate additional income of between £7k to £15k per annum.

10. LEGAL IMPLICATIONS

- 10.1. Under section 32 and 35 of the Road Traffic Regulation Act 1984 traffic authorities are entitled to make off street parking orders.
- 10.2. The procedure for making orders 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 Order.
- 10.3. Regulation 8 makes provision for objections and regulation 14 allows the Council to modify an Order 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 arising from the contents of this report.

12. WARD IMPLICATIONS

- 12.1. The proposal relates specifically to the Waltham and New Waltham Wards.

13. BACKGROUND PAPERS

- 13.1. <https://www.nelincs.gov.uk/assets/uploads/2024/05/4.-Deposited-Plans-and-Applications.pdf>

14. CONTACT OFFICER(S)

- 14.1. Carolina Borgstrom, Director for Economy, Environment, and Infrastructure
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- 14.2. Paul Evans, Assistant Director for Infrastructure
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- 14.3. Paul Thorpe, Operations Director, Equans
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COUNCILLOR STEWART SWINBURN

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

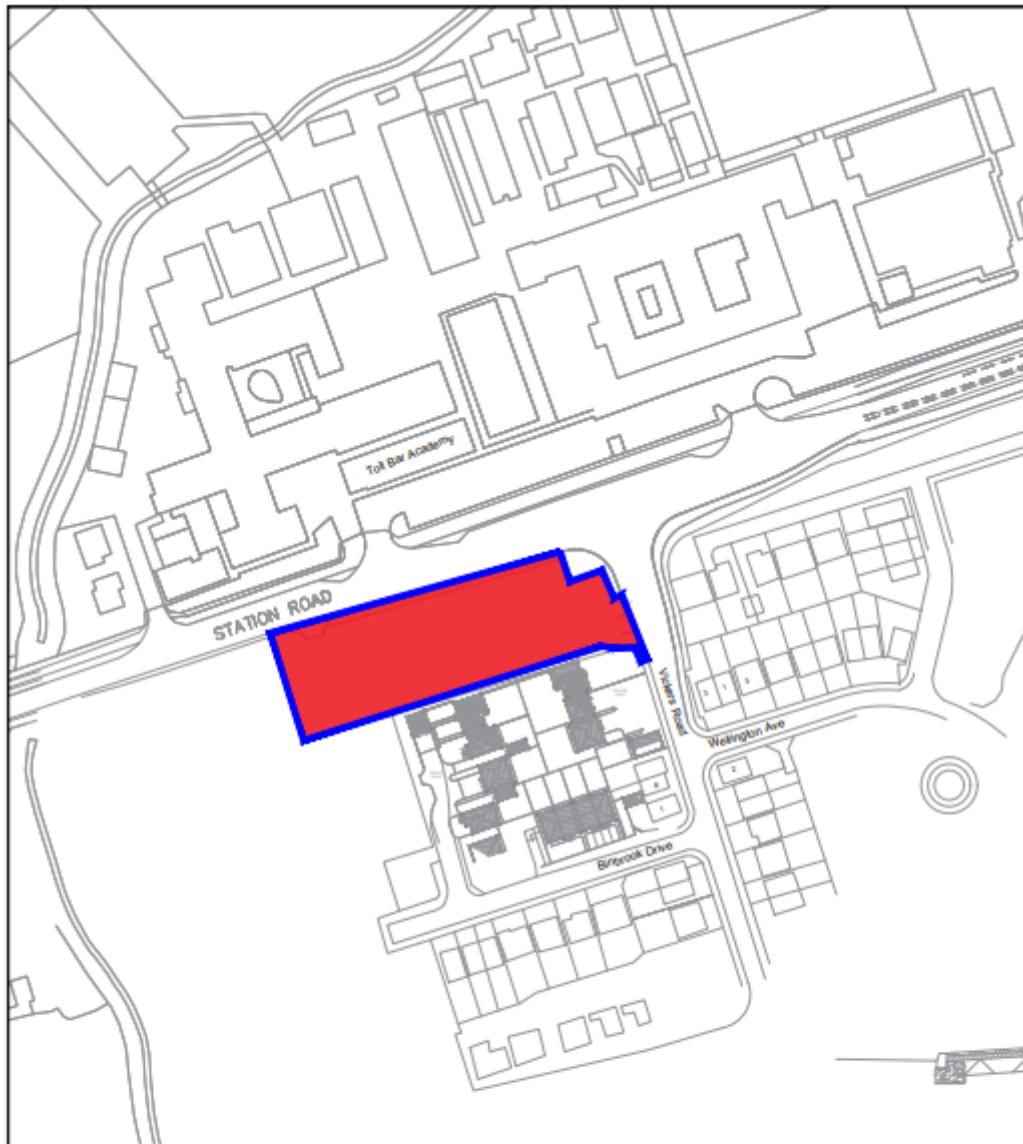
Appendix 1

SCHEDULE 3 - PARKING PLACES, TARIFFS, TIMES, AND CHARGES OF USE UNDER THIS ORDER


1	2	3	4	5	6	7	8
NAME OF PARKING PLACE	CLASSES OF VEHICLE	POSITION IN WHICH VEHICLE MAY WAIT	DAYS AND HOURS OF OPERATION OF PARKING PLACE	CHARGING PERIOD	MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT	PARKING CHARGES	SCALE OF CHARGES AS SHOWN IN SCHEDULE 4.1, 4.2 and 4.3
46. Toll Bar, Waltham	Motor Vehicles licensed as private or private/light goods, vehicles not exceeding 2.5 tons in weight and or two metres in height, Camper Vans, solo motorcycles, and Disabled Persons Vehicles. No Caravans, Motor Caravans or Quad Bikes permitted.	Within one of the Parking Bays indicated by surface markings and clear of the driveways, entrance, and exit.	Monday to Friday inclusive, excluding Bank Holidays. Closed by a barrier. Release fees may apply. Term time only.	Charges apply Monday to Friday 7am – 6pm excluding Bank Holidays.	7am – 6pm when the car park is in operation. The car park will be closed by a barrier outside of these times. No overnight parking permitted.	Monday to Friday, excluding Bank Holidays. Up to 1 hour between 08:00 & 09:00 and 15:00 and 16:00 £0.00 - In drop off area/parking bay Up to 2 hours £1.50 Up to 10 hours £2.50	Not applicable

Appendix 2

Map of parking place location. (46)



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 Working in partnership <small>New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB Tel 01472 313131</small>		PROJECT		Off-Street Parking Places	
		TITLE		46	
CLIENT		DRAWN		APPROVED	
		FILE REF		DATE	
NORTH EAST LINCOLNSHIRE COUNCIL		ORIGINAL SIZE		SCALE	
		A4 (210 x 297)		NTS	
		DRAWING No.		FILE NAME	
		OffStreet-2024-46			