

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

<b>DATE</b>	26 <sup>th</sup> June 2025
<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 20-15: Cleethorpes Controlled Parking Zone – Zone One – Consideration of Objections
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHHIT 06/25/02

### **CONTRIBUTION TO OUR AIMS**

The scheme, if confirmed, will contribute to the Council's aim of improving the health and wellbeing of residents and all road users by creating and maintaining a safer environment. It will also help to improve the quality of life for residents by improving the likelihood of parking availability within proximity to their homes.

### **EXECUTIVE SUMMARY**

Following formal advertisement of Traffic Regulation Order (TRO) 20-15A 'The North East Lincolnshire Borough Council (Cleethorpes Parking Scheme) (No. 20-15A) Order 2023' on 4<sup>th</sup> September 2023, a number of objections were received to the making of the Order. This report requests consideration of those objections and seeks approval to progress with the advertised scheme as shown on the drawings in Appendix 1.

### **RECOMMENDATIONS**

It is recommended that:

- a) Approval is granted for the sealing of Traffic Regulation Order (TRO) 20-15A, amended to retain the Loading Only bay on Elm Avenue, and for the introduction of parking restrictions as shown indicatively on drawings TR-20-15-01O & TR-20-15-01O-A, at Appendix 1.

### **REASONS FOR DECISION**

- a) To improve the availability of on street parking for local residents Monday – Sunday between the hours of 8am-6pm, through the removal of all-day commuter and visitor parking.
- b) To distribute parking more evenly on the public highway throughout the zones, whilst also providing short term limited waiting and loading options to support local businesses within the zones.

- c) To improve visibility for road users and reduce potential vehicle conflict allowing unobstructed access particularly for emergency service and refuse vehicles.

## 1. BACKGROUND AND ISSUES

- 1.1 Parking is a key function of many streets throughout the borough. Such provisions are relied upon by residents, businesses, visitors, and commuters alike. That said, in highly populated central locations unrestricted on street parking can be frustrating and inconvenient for local residents who often struggle to find a parking space, close to their homes, during peak times.
- 1.2 In recent years, requests have been received from various residential streets in Cleethorpes to consider the introduction of permit parking.
- 1.3 Feedback from a survey with residents and businesses, along with site surveys and investigations was used to develop a scheme which seeks to introduce:
- permit parking in specific zones,
  - limited waiting and dedicated loading options,
  - revised existing waiting restrictions and
  - one-way traffic flow on some streets.

Proposals are as shown on drawings TR-20-15-01O & TR-20-15-01O-A at Appendix A.

- 1.4 A number of objections were received during the statutory 21-day objection period in which anyone could object to the proposed TRO 20-15A for the parking restrictions, which closed on the 25<sup>th</sup> September 2023. No objections were received to the TRO 20-15B for the proposed one-way traffic flows on West Street, Charles Street and Cosgrove Street.

### **The Objections:**

- 1.5 A total of eleven objections to the proposed permit parking restrictions have been received from businesses outside of the scheme area citing the following concerns:
- The proposed scheme could have a detrimental effect to businesses who are already on the verge of collapse.
  - During the daytime these areas are used predominantly by shoppers and those people popping to the avenue.
  - The restrictions on parking spaces for shoppers will deter shoppers and this will have a massive impact on what our High Street, St. Peters Ave and surrounding shopping areas will look like in the future.
  - This will have an impact on the nearby shops and cafes, it is already a struggle to get parked to visit these facilities even in the car parks, which can be full in the summer, now these car parks will be constantly busy and people will shop elsewhere.
  - We personally will have nowhere to park and also neither will our customers.
  - Cleethorpes is one of the main areas that has been hit by financial difficulty causing many restaurants, cafes and pubs to close down. This

decision will aid in the process of many more to come.

- If allowed to go ahead will be the final nail in the coffin for many businesses.
- In a climate where money is hard to come by and businesses down St Peter's Avenue are closing and struggling, these parking restrictions would seriously damage footfall down the Avenue and in Cleethorpes in general. There's no space in the car parks as it is and this will drive customers away. It seems like the council is against local businesses.
- Sadly the lack of parking spaces does have a huge impact on businesses who are already struggling due to the quieter winter months.
- Whilst there are pay and display car parks in the area, these are already too small to meet demand and the resulting displacement of vehicles can not be accommodated within the present infrastructure.
- A business owner that had recently relocated to St Peter's Avenue felt put out by the proposal of permit parking on Charles Street. In the current climate businesses are fighting against the odds already without obstacles such as parking restrictions being put into place without consultation. They also felt that the charge for a business permit was unfair and disproportionate.
- A number of the objectors felt that not enough consultation had been done for the scheme.

1.6 There was also one objection received from a resident of Kew Road. The resident stated that since they have lived on Kew Road there has never been a time that they have been unable to park their car, and there has always been vacant spaces to park on the road. They felt it is an action that will create a lot of inconvenience to the residents of Kew Road by having to buy an annual permit and having to purchase visitor permits. They also felt that this action will also create more council administration work and costs for enforcement.

1.7 During the 21-day objection period, officers were contacted by two of the businesses on St Peters Avenue to request that the loading bay we proposed to be removed from Elm Avenue be retained. When monitoring use of the bay, officers only witnessed it's mis-use therefore it was believed that the bay was not being utilised for deliveries as intended. Given the feedback we had that this was not the case, officers hereby propose that the bay be retained and the proposal to remove it be dropped from the scheme. The plans at Appendix One have therefore been amended accordingly and are hereby submitted to the Portfolio Holder as the final scheme format.

### **Objections Response:**

1.8 Businesses;

In line with DNPH.ETE.16 dated 14 September 2021 the proposed scheme is intended to:

- Improve the availability of on street parking for local residents (Monday – Sunday between the hours of 8am-6pm), through the removal of all-day commuter and visitor parking.

- Distribute parking more evenly on the public highway throughout the zones, whilst also providing short term limited waiting and loading options to support local businesses within the zones.
- Improve visibility for road users and reduce potential vehicle conflict allowing unobstructed access particularly for emergency service and refuse vehicles.

It is considered that changes to the provision of off-street parking around the St Peters Avenue area that are currently underway, including the opening of the Victoria car park and changes to High Street car park, will provide additional parking capacity which can be used by both staff and shopping customers. It is expected that this will off-set the loss of on-street parking. The proposals also include a number of limited waiting parking areas and loading bays in response to expected demand from businesses.

Data from ticket sales in Cleethorpes car parks shows that the most frequently purchased tickets are up to 1 hour and 1-2 hours which suggests that whilst these car parks are busy there is a high degree of churn and that spaces are normally available when required. Average occupancy (Mon-Fri 9am-5pm) is around 75%. The opening of the Victoria car park will also create additional capacity.

The introduction of measures to deter parking near to junctions throughout the proposed area is intended to support access to narrow streets for refuse and other large delivery vehicles and emergency services. The proposed restrictions will improve sight lines for vehicles turning in and out which should reduce the chance of collisions and injuries.

Permit charges within the Cleethorpes CPZ area have been set in line with other Residents Parking Zone schemes across North East Lincolnshire, it is therefore not agreed that these fees are unfair or disproportionate.

In line with the agreed processes for implementing TROs those residents and businesses in the CPZ area received an informal consultation letter in August 2020 inviting them to provide feedback and complete an online survey. Our records show that no responses were received from any of the businesses in the Market Street area, and only 2 responses were received from businesses on St Peters Avenue.

Given the lack of responses either for or against the scheme, it was presumed that those businesses who chose not to take part in the survey had no specific issues with the proposals that they wished to raise at the time.

The Notice of Proposal (NoP) was advertised on site and in the local newspaper on 30 August 2023. This provided a formal opportunity for anyone to provide feedback to the proposals. The objections received, as outlined above, are as a result of this process. It is therefore considered that the level of engagement on this project corresponds with the Council's stated TRO policy.

It is expected that parking demand within the Cleethorpes CPZ will be monitored

post project completion to ensure that the project is meeting the stated aims above. Should this not be the case there may be the opportunity to look at making amendments to the scheme in the future to ensure that on-street parking needs are accurately catered for going forward.

### 1.9 Kew Road Resident;

Kew Road residents have historically submitted two formal requests for a residents permit parking scheme in 2018, and then again in 2019. The resident that has objected did not sign either submission.

At the start of this project, the resident was sent a letter on 21<sup>st</sup> August 2020, along with all other residents of Kew Road, to invite them to take part in the survey to obtain their thoughts regarding a residents permit parking scheme however, we have no record of a response received from that address at that time.

The same address was then written to again on 24<sup>th</sup> March 2021 when we presented a draft proposal for the scheme and asking for feedback. 28 of the properties in Kew Road (61%) who responded to the consultation did not want a zonal scheme. They either wanted a standalone residents permit parking scheme or a joint scheme with Glebe Road. This included this resident. However, due to insufficient carriageway space to accommodate all resident's vehicles either as a standalone scheme in Kew Road only, or as a joint scheme with Glebe Road, Ward Councillors decided that there was no option but to proceed with wider zonal scheme.

A further letter was then sent to all properties on 11<sup>th</sup> August 2021 updating everyone with the Council's intention to move forward with a zonal scheme. A report was subsequently presented to the Portfolio Holder on 13<sup>th</sup> September 2021 and the proposal to implement the restrictions detailed in the plans at Appendix One to this report was approved (DNPH.ETE.16 refers).

There have been no other objections received from any properties on Kew Road therefore, officers can only conclude that as a street, the majority of residents of Kew Road still wish to see a permit scheme implemented, due to difficulties in finding a parking space.

## 2. RISKS AND OPPORTUNITIES

### 2.1 Should the proposals be adopted, the opportunities are:

- To better control parking in this area by removing long term parking by non-residents
- To improve the parking availability for residents Monday to Sunday between the hours of 8am-6pm, by considering those streets that are currently under-utilised and those that do not have sufficient capacity to accommodate all residents' vehicles and distributing parking more evenly throughout the zone
- To provide easier and safer access for emergency service and refuse vehicles to properties and residences within the scheme area through the introduction of additional 'No Waiting at Any Time' restrictions and one way traffic flow on certain streets

- The provision of short term, limited waiting and loading options to support businesses within the zone
- Reduced potential for vehicle conflict on streets where a one-way system will be introduced.

## 2.2 Should the proposals be adopted, the risks are:

- This scheme involves multiple streets and due to the type of restrictions to be introduced would therefore place a pressure on the Parking Enforcement resource to undertake regular patrols. Although it is acknowledged that the area sits within a regular foot patrol route, this may then impact on their ability to enforce other areas of the borough.
- Parking in those streets where formal restrictions are proposed may be displaced into those surrounding residential streets outside the zone during their hours of operation

## 2.3 Should the proposals not be implemented, the risks are:

- That parking in the affected streets will remain unregulated, resulting in continued reported issues with parking availability for residents.
- The potential for the obstruction of emergency service and refuse vehicles to continue.

## 3. OTHER OPTIONS CONSIDERED

3.1 **Do nothing** - There have been direct requests via petitions and formal applications from local residents, supported by Ward Councillors, for the introduction of measures to manage and improve on street parking availability for residents. Should a scheme not be implemented parking in the affected streets will remain unregulated, resulting in continued reported issues with parking availability for local residents.

3.2 **Implement 'Limited Waiting' restriction with no permit provision for residents** – it is recognised that no-one has an express right to park on the highway.

However, a significant proportion of residential properties within the proposed scheme area do not have access to off-street parking.

Limited Waiting alone would prevent all day parking within the affected streets, however this would have a negative impact on the residents, as they too would need to comply with any imposed time limit.

3.3 **Implement a street specific 'Residents Parking Only' scheme on each street** –.

Our investigations have identified that on some streets that have requested a permit scheme, there is insufficient carriageway capacity to accommodate parking for all properties within those streets. This would be further the need to drive round and round the area looking for a space.

#### **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

- 4.1 The introduction of permit parking schemes can be controversial, as the nature of such schemes effectively reserves parking to just the residents of the streets concerned.
- 4.2 There have previously been several reports in the local press regarding the parking issues being experienced by residents within Cleethorpes, and NELC have issued press releases informing the public that measures are being investigated to determine solutions to address the issues.
- 4.3 There is a risk that there will be some negative publicity following this decision, given that that some consultation responses have been received from residents and business owners who are not in support of the proposals. However, the scheme is supported by the Ward Councillors who recognise the benefits to the wider community that the proposals will provide.
- 4.4 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 and erected on site to advise of the Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the orders.
- 4.5 All proposed restrictions will be clearly marked on street via the use of road markings and / or traffic signs. The types of markings to be introduced are prescribed under legislation and used both in other areas of the borough and nationally, so should be easily identifiable and understood by drivers.

#### **5. FINANCIAL CONSIDERATIONS**

- 5.1 The CPZ scheme is identified in the Council's 2025/2026 LTP capital programme. All costs associated with the implementation of the scheme will be funded from this budget.

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

- 6.1 It is not anticipated that children and young people will be impacted any more or less than the general public.

#### **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, however, there is the potential for some improvements to air quality through the introduction of one-way streets, which will improve traffic flow and the increased likelihood of residents being able to find unoccupied carriageway space to park closer to their properties, reducing the need to drive round and round the area looking for a space.

#### **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, all costs associated with the implementation of the project will be funded via the LTP capital programme for 2025/26.

## **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, once made the order 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 solely within the Croft Baker 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
- Adrian Dennington, Head of Highways and Transport, Equans 07789 495521

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER HIGHWAYS, INFRASTRUCTURE AND TRANSPORT**



## Appendix One



