

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	11 January 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Clive Tritton Interim Director of Economy & Growth
SUBJECT	Peaks Lane, Grimsby – Experimental Traffic Regulation Order (19-09): - No Waiting at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHET 01/21/01

CONTRIBUTION TO OUR AIMS

The restrictions introduced under Experimental Traffic Regulation Order (ETRO) 19-09 have created and maintained a safer area for the residents and other road users on Peaks Lane and Lea Drive, by improving visibility at key junctions and business accesses.

EXECUTIVE SUMMARY

The No Waiting at Any Time restrictions introduced on Peaks Lane as an ETRO have proven effective at improving visibility at junctions and controlling parking. As a result, it is proposed to make these restrictions permanent.

RECOMMENDATIONS

It is recommended that:

Approval be granted for the making of a permanent order which reproduces and continues in force indefinitely the provisions of ETRO 19-09, as detailed in the Schedule to Appendix 1 and shown on drawing TRO-19-09A-001.

REASONS FOR DECISION

The recommendations will ensure the continuation of the road safety benefits that the current restrictions provide, maintaining visibility and reducing the potential for vehicular conflict, thereby ensuring a safer environment for all road users.

1. BACKGROUND AND ISSUES

- 1.1 A request to investigate parking along Peaks Lane, particularly around its junction with Lea Drive was submitted by local residents, business owners and Ward Councillors in 2018.
- 1.2 Following prior approval from the Portfolio Holder of Environment and Transport under Decision Notice DNPH.ETE.28 the provisions of ETRO 19-09 came into operation on 19 December 2019. Experimental Traffic Regulation Orders cannot continue in force for longer than 18 months. ETRO 19-09 will expire on 18 June 2021.

1.3 Within the initial six-month period of the ETRO coming into force, any person may object to the effects of the Order. No objections to this ETRO have been received.

1.4 Site observations have confirmed that compliance with the restrictions has been good, however this in turn has led to an increase in vehicles parked on Lea Drive. Most of the vehicles which have been displaced have taken to parking in the two parking laybys on Lea Drive.

The capacity of the two laybys is approximately four vehicles. As a result, overflow parking has resulted within the main carriageway of Lea Drive, most notably opposite the junction of Haigh Court.

1.5 From the period 17 December 2019 – 25 September 2020, Civil Enforcement Officers visited Peaks Lane 24 times and Lea Drive on three occasions. During those visits, no vehicles were observed parked in contravention of parking restrictions. As a result, no Penalty Charge Notices (PCNs) have been issued to vehicles in breach of the new restrictions.

1.6 A review of data supplied by Humberside Police has confirmed that there have been no reported collisions on either Peaks Lane or Lea Drive since the introduction of the experimental restrictions.

2. RISKS AND OPPORTUNITIES

2.1 Should the proposal to make the provisions of ETRO 19-09 permanent not be implemented, the risks are:

- The road markings previously installed to support the ETRO would no longer be legally supported by a TRO and could not be enforced.
- Additional site works would also be required to remove the lines from the road, which may in turn result in damage to the carriageway surface.
- That visibility for all road users exiting junctions and facilities may be impaired as a result of parked vehicles, which may result in collisions.

2.2 Should the proposal to make the provisions of ETRO 19-09 permanent be implemented, the risks are:

- Parked vehicles continue to be displaced from Peaks Lane, into neighbouring Lea Drive. At present, the risk this poses to Lea Drive is minimal however, should additional vehicles start to park in this area additional restrictions may be required to control parking.
- The removal of all parking along the eastern kerbline of Peaks Lane, between its junctions with Weelsby Road and Lea Drive, has the potential to lead to increased vehicle speeds.

2.3 Should the proposal to make the provisions of ETRO 19-09 permanent be implemented, the opportunities are:

- Junctions in the area will continue to be protected from parked vehicles, affording greater visibility for all road users.
- The safe access and egress to business and local facilities will be maintained.

- Civil Parking Enforcement of vehicles observed parked in contravention of the restrictions can continue.
- The removal of all parking along the eastern kerblines of Peaks Lane (north of Lea Drive) will ensure the free flow of traffic and unhindered access, particularly for emergency vehicles.

3. OTHER OPTIONS CONSIDERED

- 3.1 The restrictions already introduced under the backing of the ETRO are proven to be the most effective measure to prevent parking at junctions and other private accesses which abut the highway.
- 3.2 The width of carriageway along Peaks Lane is largely consistent at 7.4 metres. In accordance with NELC Traffic Regulation Order Guidance on narrow streets, Peaks Lane could be suitable for the retention of parking along both kerblines, with some isolated sections of parking restrictions to protect junctions and provide suitable passing places.

A reduced length of “No Waiting at Any Time” restriction was considered for the eastern kerblines of Peaks Lane (north of Lea Drive) to retain a level of parking for visitors to local businesses and facilities. This would in turn alleviate the overflow parking observed on Lea Drive and provide informal traffic calming along Peaks Lane.

However, this option was not supported by local residents who preferred for all parking to be removed from the eastern kerblines between the Lea Drive and Weelsby Road junctions, to better assist with traffic flows.

- 3.3 The parking issues along Peaks Lane are mainly isolated to ‘core business hours’. A timed Prohibition of Waiting could have been used as an alternative, although this option would have required accompanying upright signs and may have implied that it was suitable to park at the junctions outside the operational hours of the restriction i.e. throughout the hours of darkness. This is something we would not recommend.

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 to implement ETRO 19-09 on a permanent basis. The effects of the Experimental Order have already been in place for some time and it would appear drivers have become accustomed to the current arrangements.
- 4.2 The NELC public website will be updated following the decision.
- 4.3 If the recommendation is approved, the making of the permanent 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 that the Council has made the Order.

5. FINANCIAL CONSIDERATIONS

- 5.1 Traffic Authorities have a duty to erect and maintain prescribed traffic signs on their roads under the Road Traffic Regulation Act (RTRA) (1984) and in accordance with the Traffic Signs Regulations and General Directions (2016). Such signs (road markings) have already been installed as part of the experimental arrangements and will remain in situ once a permanent Traffic Regulation Order (TRO) is put in place.
- 5.2 The recommendation does not require any capital expenditure. The cost of any public notices associated with the advertisement of the permanent TRO are covered through the Council's Regeneration Partnership arrangement with ENGIE.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

The proposals will have a positive impact on climate change and the environment. Prior to the introduction of the restrictions, on-street parking prevented two-way traffic flow, resulting in vehicles having to wait for oncoming vehicles to pass.

By removing parking along the entire easterly kerb line, it has provided sufficient width for two-way traffic resulting in two-way traffic flow and removing the need for vehicles to wait for oncoming vehicles to pass. This has improved the air quality by removing congestion and associated vehicle emissions.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

There are no significant financial implications arising from the recommendations detailed within this report.

9. LEGAL IMPLICATIONS

Under Section 9 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Experimental Orders.

9.2 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides that such orders may be made permanent.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to issues solely within the Heneage Ward.

12. BACKGROUND PAPERS

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

13. CONTACT OFFICER(S)

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Debbie Swatman - Traffic Team Manager, ENGIE, 01472 324514

COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

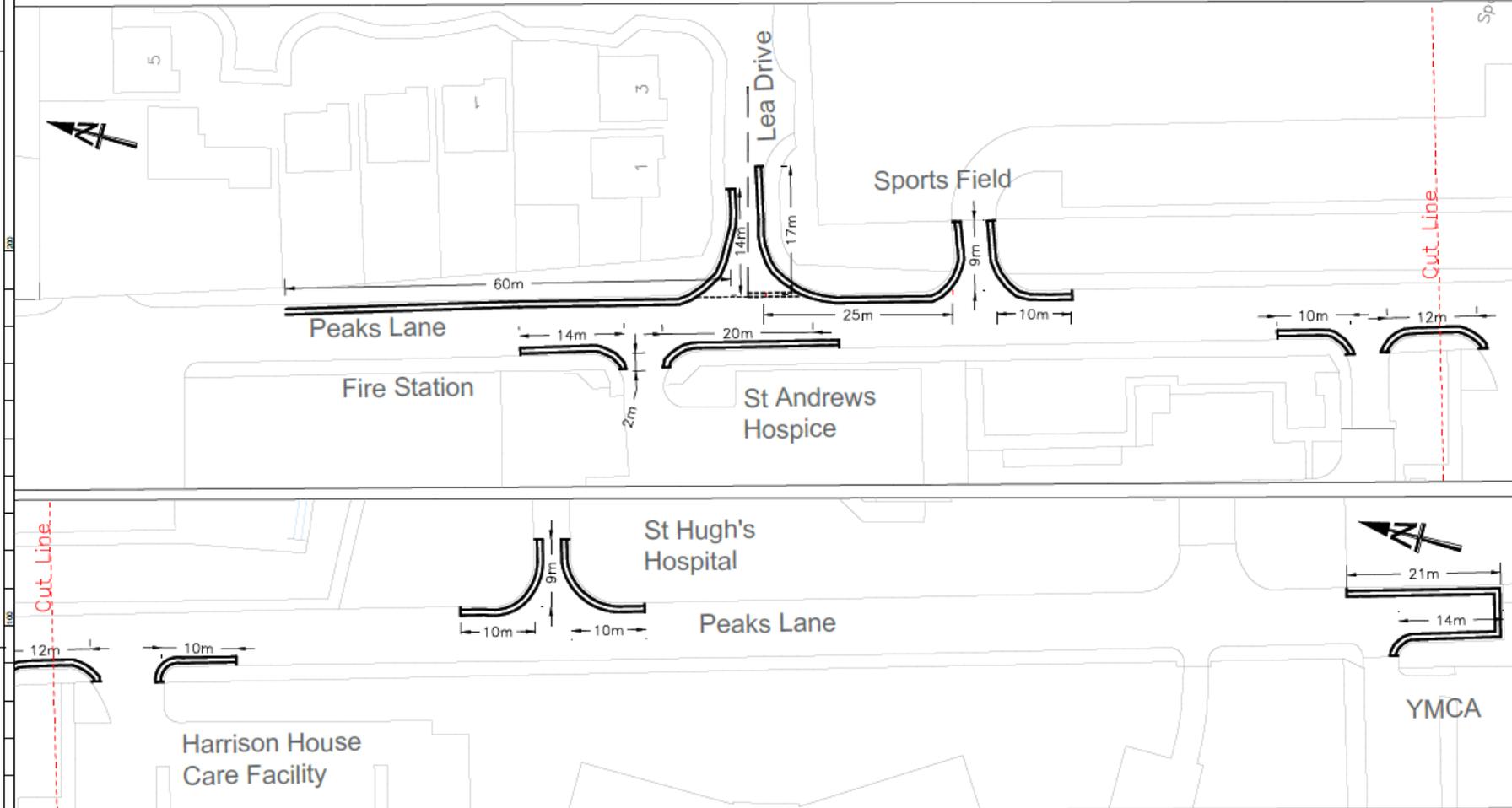
APPENDIX 1

SCHEDULE 1

“No Waiting At Any Time”

<u>STREET</u>	<u>SIDE</u>	<u>LENGTHS OF ROAD</u>
Peaks Lane	North East kerbline	From the extended northern kerbline of LEA DRIVE in a northerly direction for 60m
Peaks Lane	North East kerbline	From the extended southern kerbline of LEA DRIVE in a southerly direction for 41m
Peaks Lane	North East kerbline	From the extended northern kerbline of St HUGHS HOSPITAL ENTRANCE in a northerly direction for 10m
Peaks Lane	North East kerbline	From the extended southern kerbline of ST HUGHS HOSPITAL ENTRANCE in a Southerly direction for 10m
Peaks Lane	North East kerbline	From the cul-de-sac end of PEAKS LANE in a northerly direction for 21m
Peaks Lane	South West Kerbline	From the extended northern kerbline of ST ANDREWS HOSPICE ENTRANCE in a northerly direction for 14m
Peaks Lane	South West Kerbline	From the extended southern kerbline of ST ANDREWS HOSPICE in a southerly direction for 20m
Peaks Lane	South West Kerbline	From the extended northern kerbline of ST ANDREWS HOSPICE REAR ACCESS in a northerly direction for 10m
Peaks Lane	South West Kerbline	From the extended southern kerbline of ST ANDREWS HOSPICE REAR ACCESS in a southerly direction for 12m
Peaks Lane	South West Kerbline	From the cul de sac end of PEAKS LANE in a northerly direction for 14m
St Hughs Hospital Entrance	Both	From the north eastern kerbline of PEAKS LANE in a north easterly direction for 9 metres.
Lea Drive	North kerbline	From the extended eastern kerbline of PEAKS LANE in an easterly direction for 14m
Lea Drive	South kerbline	From the extended eastern kerbline of PEAKS LANE in an easterly direction for 17m

Layout - Peaks Lane,
Grimsby



Key

 Prohibited Roads: No Waiting at Any Time (Double Yellow Lines)

ENGIE
NORTH LINCOLNSHIRE COUNCIL
 Working in Partnership
 New Oxford House, George Street, Grimsby,
 North East Lincolnshire, DN31 1HB
 Tel: 01472 313131

PROJECT
 Traffic Regulation Orders
 Peaks Lane, Grimsby

TITLE
 Traffic Regulation Order 19-09A
 Order Plan

DRAWN AB	APPROVED	FILE NAME U / Traffic New / 6.0 TRO's / 11 -2019 / 19-09A
FILE REF. 19-09A	DATE	DRAWING No. TRO 19-09A-001
ORIGINAL SIZE A3 (297 x 420)	SCALE NTS	

Letter	Amendment	Drawn	Date
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CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

Scale Check (Millimetres), Do Not Scale from this drawing.

