

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	8th March 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Sharon Wroot, Executive Director for Environment, Economy and Resources
SUBJECT	Traffic Regulation Order 19-14: West Marsh Area– Waiting Restrictions, Limited Waiting and One-Way Streets
STATUS	Open
FORWARD PLAN REF NO.	PHET 11/20/01

CONTRIBUTION TO OUR AIMS

The scheme, if confirmed, will contribute to the Council's aim of improving the Health and Wellbeing of all road users, residents, and visitors to the area by creating and maintaining a safer environment. It will also help to improve the quality of life for residents by expanding parking capacity throughout the scheme area, which in turn should improve the likelihood of residents being able to park closer to their homes.

EXECUTIVE SUMMARY

It is proposed to introduce various Traffic Regulation Orders (TROs) to control parking, increase parking capacity and improve traffic flows within the area shown on the drawings to Appendix A. The scheme will incorporate a variety of parking restrictions as well as traffic management proposals to deliver the desired outcome.

RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted for the making of Traffic Regulation Orders to implement the provisions shown on drawings TR-19-14-01A, TR-19-14-02A and TR-19-14-03A to Appendix A.
- b) In the event there are unresolved material objections to the Orders, these are referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The measures are being proposed in order to:

- a) Alleviate the impact of long duration commuter parking by delivering increased parking capacity.
- b) Provide safety improvements through improved visibility at junctions by upgrading

- existing parking restrictions which are no longer 'fit for purpose'.
- c) Enhance traffic flows through the adoption of one-way direction of travel across a small number of residential streets that are not suitable for two-way traffic.
 - d) Reduce the potential for vehicular conflict by ensuring that clear unobstructed access throughout the identified scheme area at all times, 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 being said, in highly populated central locations the presence of long-term parking can place a burden on 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 within West Marsh to consider the reintroduction of permit parking. It has now been possible to undertake a review of the area and assess the viability of changes to the street layout and current support towards the introduction of permit parking.
- 1.3 It has been reported that current unrestricted parking on Cartergate, Chantry Lane, Anderson Street, New Cartergate, Lord Street and Earl Street is monopolised by long term commuter parking. All of these streets are located within a short five-minute walk of Freshney Place so are prime candidates for being regularly utilised by workers.
- 1.4 Most properties in the scheme area are terraced in nature and do not have access to off-street parking facilities. Therefore, those residents who own a vehicle are reliant on available carriageway space for parking.
- 1.5 In April 2019 parking surveys were distributed to 579 affected residents to gather information on vehicle ownership, parking arrangements, parking issues and support towards the development of a Residents Parking Scheme and potential uptake of permits.

Additional canvassing by Ward Members had to be undertaken as the initial response rate was insufficient to draw any definitive conclusions.

- 1.6 A review of the responses indicated that of the 579 outgoing surveys, only 165 properties replied. This equates to a response rate of just 28%. 52% of those who responded stated that were in favour and would purchase permits, with 44% of respondents indicated they would not purchase a permit. The remaining 4% could not be accounted for due to incomplete questionnaire.

The lack of overall response and difference of opinion on whether permits are supported meant it is not viable to introduce permit parking on all surveyed streets. When the feedback was considered as a percentage of the overall area the level of support towards a permit scheme equates to just 15%.

- 1.7 Officers briefed Ward Councillors on the conclusions that were drawn from the survey result who, in the absence of a permit scheme, asked for alternative

options to be formulated which would alleviate some of the parking pressures faced by residents.

- 1.8 Feedback from the parking survey was used to develop the scheme proposals summarised below and as shown in drawings TR-19-14-01A, TR-19-14-02A and TR-19-14-03A to Appendix A.

Proposed Scheme

- 1.9 A number of measures are proposed with the main intention of increasing parking capacity by up to 46 spaces throughout the scheme area. This significant increase in spaces should improve parking availability throughout the whole area, making it easier for residents to find a space closer to their homes at all times of the day.

There are a number of ways that it has been possible to achieve this outcome which officers are confident will provide improvements to the current situation:

- a) **Introduction of one-way streets** – space is not required to pass oncoming vehicles and visibility requirements are reduced. Therefore, additional space can be given over for parking.
 - b) **Reduced extents of parking restrictions** – e.g. single / double yellow lines – some lengths of parking restrictions are considered to be longer than required. Where appropriate, these have been shortened to make more spaces for parking.
 - c) **Review of existing parking restrictions** – certain streets have outdated parking restrictions. These could be changed or in some cases removed entirely to further expand the amount of parking.
 - d) **Introduction of standalone parking scheme / parking restrictions** – There is scope to introduce additional parking bays on Cartergate which provide short term (one or two hour) parking for visitors. The intention is that this will alleviate some pressure in surrounding streets if alternatives are provided away from residential properties.
- 1.10 The additional parking capacity is dependent on the installation of one-way streets, which will allow existing restrictions that currently preserve sightlines for two-way traffic flows to be removed and give this over to parking.
- 1.11 Where practical to do so, parking places will be marked as individual bays to tidy up parking and make the most efficient use of kerbside space. This will, in turn, increase the likelihood of a better and more consistent standard of parking.
- 1.12 New Cartergate was the only street that were able to express sufficient support towards the introduction of a permit scheme. A standalone scheme is therefore proposed with short duration 30-minute parking for visitors and customers to the local carpet shop whilst also providing a facility for parents who currently utilise the footbridge to neighbouring Fildes Street, during school drop off and pick up times.
- 1.13 It is recognised there are local business within the scheme footprint. In order to support these, a small number of time limited parking bays will be introduced. Where possible, these spaces will be provided alongside the commercial

properties to make the businesses more accessible and encourage parking away from residents' homes.

1.14 Informal consultation on the proposed scheme layout was carried out on 16 December 2020 with 599no. properties, that may be impacted by the changes. Residents were encouraged to submit any feedback / comments they had in respect of that scheme layout by 13 January 2021.

1.15 A total of 22no. responses were received to the resident consultation. 19 responses were in support of the proposals and three responses were not in support. A further response was received from an anonymous individual.

1.16 The low rate of resident feedback and the matters raised within it has again been discussed with local Ward Councillors who both expressed their full support of the proposals. It was agreed to move the proposed scheme forward without any significant change to the format, in light of the benefits they believe it will bring to the area.

2. RISKS AND OPPORTUNITIES

2.1 Should these proposals be adopted, the opportunities are:

- There will be a significant increase in parking capacity throughout the scheme area.
- The chance of residents being able to find a space closer to their homes at all times of the day will improve.
- Safety at junctions will likely improve, particularly throughout the hours of darkness, as existing outdated 'No Waiting' restrictions will be replaced by more robust 24hr 'No Waiting' restrictions to prevent parking, thereby improving visibility for all road users.
- Where parking bays are to be provided, individual spaces will be marked in the majority of streets to help encourage a better standard of parking and make the most efficient use of kerbside space.
- To ensure a regular turnover of spaces where short term parking bays have been provided (30 minute / 1 hour / 2 hours).
- Reduced potential for vehicle conflict on streets where a one-way system will be introduced.
- Reduced potential for footway parking and the resultant damage this can cause.
- Traffic calming benefits on Earl Street by introducing additional parking and staggering parking bays.

2.2 Should these proposals be adopted, the risks are:

- Some of the additional parking bays that are to be created (unrestricted) may also become occupied by commuters and / or visitors during the day.
- In order to be effective, the proposed measures need to be routinely enforced, particularly both the limited waiting and permit parking restrictions. Although it is acknowledged that the area sits within a regular foot patrol route, this would require additional Civil Enforcement Officer time to monitor. This may detract from other enforcement demands elsewhere in the

borough. Consideration should be given to ensure there is sufficient resource available to regularly attend the location and deal with any vehicles that are found to be parked in contravention.

- Parking in those streets where formal restrictions are proposed may be displaced into surrounding residential streets during their hours of operation. Once restrictions end, parking bays can be used by all drivers until restrictions recommence, usually the following day.
- National exemptions exist which allow parking on 'No Waiting' restrictions for very specific purposes. The most notable of which is the exemption afforded to Blue Badge Holders (disabled persons), which allows parking for up to three hours. However, the potential for such users to park on restrictions is nominal and it is regarded that the blue badge is not a license to park anywhere. If a driver parks somewhere that would cause an obstruction or danger to other road users, such as within 10 metres of a junction, a Fixed Penalty Notice or Penalty Charge Notice could be issued.

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

- That commuter parking in the affected streets continues to pose issues for local residents as they struggle for available parking space.
- Existing outdated restrictions increase the potential for inappropriate parking throughout the evening where drivers choose to park on junction corners and narrow roads once restrictions end.
- Commercial premises will not receive much needed support following the impact of the Covid-19 pandemic on local business. If the proposals are not implemented, custom may not improve for the small independent shops in the area if on-street parking close to such businesses is not easily accessible.
- Kerbside space will not be fully utilised.
- A small number of streets will continue to struggle operating on a two-way basis due to the narrow road width and presence of on-street parking.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing – Due to the lack of support towards the introduction of permit parking an argument could be put forwards to keep existing arrangements the same. This would, however, not be prudent given the potential scope to be able to make valuable improvements that would of significant benefit to the area as a whole.

3.2 Introduce timed 'No Waiting' restrictions– An alternative approach, to permit parking that would address the problem of monopolisation of unrestricted parking, would be to consider the strategic use of timed yellow line restrictions. Such measures prohibit waiting (and parking) during their hours of operation.

By introducing a yellow line for one hour in the morning on one side of the road and for a different hour on the opposite side it would disrupt those drivers who intend to park all day, thereby making such locations undesirable.

This would address perceived long-term commuter parking issues but would be troublesome for residents, as they too would have to move their vehicles several times a day to comply with the restrictions.

Similarly, several streets have sufficient road width to accommodate two-sided parking and by introducing such restrictions it would effectively halve the available parking capacity for the two hours the yellow lines are in operation. This is not deemed to be an efficient use of kerbside space.

- 3.3 **Introduce time limited parking restrictions** –introducing a time restriction for all parking spaces (limited waiting) was also considered, this would prevent commuters from parking continuously for a working day. Again, residents would also have to conform with these restrictions meaning they too would not be able to leave their vehicles in the same place for a full day. This level of disruption would pose a greater level of inconvenience than what they currently encounter.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 It is expected there will be little potential for negative reputational implications resulting from the decision. Residents have been given a number of opportunities to make their preferences known. This includes, but is not limited to, consultation on the scheme layout put forward to address reported concerns regarding parking availability.

The proposals are also supported by Ward Councillors who recognise the benefits that the changes will bring.

- 4.2 In order to action the request from residents, but also take account of the findings of the residents parking survey, it has been necessary to suggest a combination of measures across the scheme area. Where significant support has been able to be demonstrated for the progression of a permit scheme, this has been incorporated within the plan.

This inclusion may not be met favourably by other residents in surrounding streets that would also have like to have the option of purchasing a parking permit, but who were unable to demonstrate the required level of support.

- 4.3 Any proposed prohibition of waiting restrictions will be signed and marked accordingly and would apply equally to residents, including permit holders (where applicable).
- 4.4 The purpose of the highway is to allow for any member of public to pass and repass along a defined route. There is no express right to park. Where appropriate the highway authority may consider providing parking places, which subject to local support may include the provision of parking devices such as permits.
- 4.5 If the recommendations of this report are approved, the respective Orders 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 Councils intention to make the

Order. This provides a formal opportunity for anyone to object to the making of the order.

- 4.6 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 recommendation does not require any capital expenditure. Any standard lining, signing and public notices required are covered through the Council's Regeneration Partnership arrangement with ENGIE.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals are not expected to have any significant impact on the environment or climate change. There is the potential for some improvements to air quality through the introduction of one-way systems, which will enhance traffic flow along some streets.

This will also reduce the likelihood of congestion as drivers will no longer have to vie for right of way along narrow streets.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

9. LEGAL IMPLICATIONS

- 9.1 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. And Section 45 Road Traffic Regulation Act 1984.
- 9.2 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.
- 9.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 9.4 If it is decided to make the TRO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to issues within the Ward of West Marsh.

12. BACKGROUND PAPERS

Local Authorities' Traffic Orders (Procedure) (England and Wales)
Regulations 1996

<http://www.legislation.gov.uk/uksi/1996/2489/made>

Road Traffic Regulation Act 1984

<http://www.legislation.gov.uk/ukpga/1984/27>

The Highway Code

<https://www.gov.uk/guidance/the-highway-code>

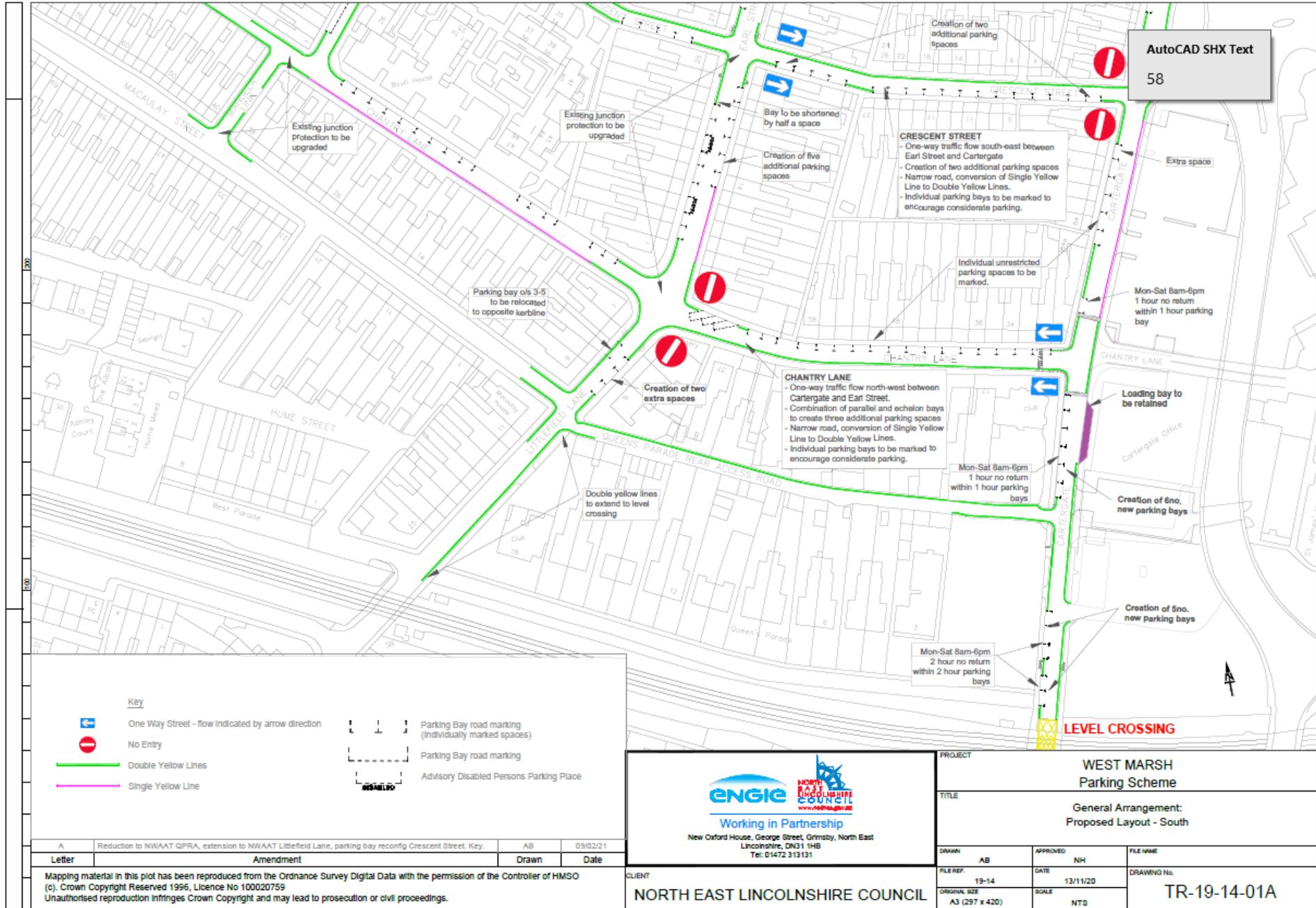
13. CONTACT OFFICER(S)

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Debbie Swatman – Traffic Team Manager – ENGIE
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COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX A





DOVER STREET
 One-way traffic flow (north-west) between Earl Street and Ripon Street
 Parking switched to opposite kerbside to increase capacity
 Narrow road - conversion of Single Yellow Line to Double yellow lines.
 Individual unrestricted parking bays to be marked to encourage considerate parking.

RIPON STREET
 - No change

VEAL STREET
 - Creation of one additional parking space
 - Conversion of Single Yellow Line to Double Yellow Lines to prevent obstruction.

Individual parking spaces to be marked to encourage considerate parking

Mon-Fri 9am-5pm
 30 minutes no return within 1 hour

Existing junction protection to be upgraded to double yellow lines to prevent parking at all times.

Parking bay o/s 41 to be relocated to improve vehicle position approaching junction

Single Yellow Line upgraded to Double Yellow Lines to protect turning head at all times

Extra space

Unrestricted parking bay markings to encourage considerate parking

Mon-Sat 9am-5pm
 1 hour no return within 1 hour to support local business

Double yellow lines extended to protect pedestrian footpath access

Mon-Sat 8am-6pm
 Permit holder parking or 30 minutes no return within 1 hour

Parking bay to be relocated to opposite side to accommodate deliveries.

Creation of additional parking spaces

Lord Street

**WEST MARSH
 Parking Scheme**

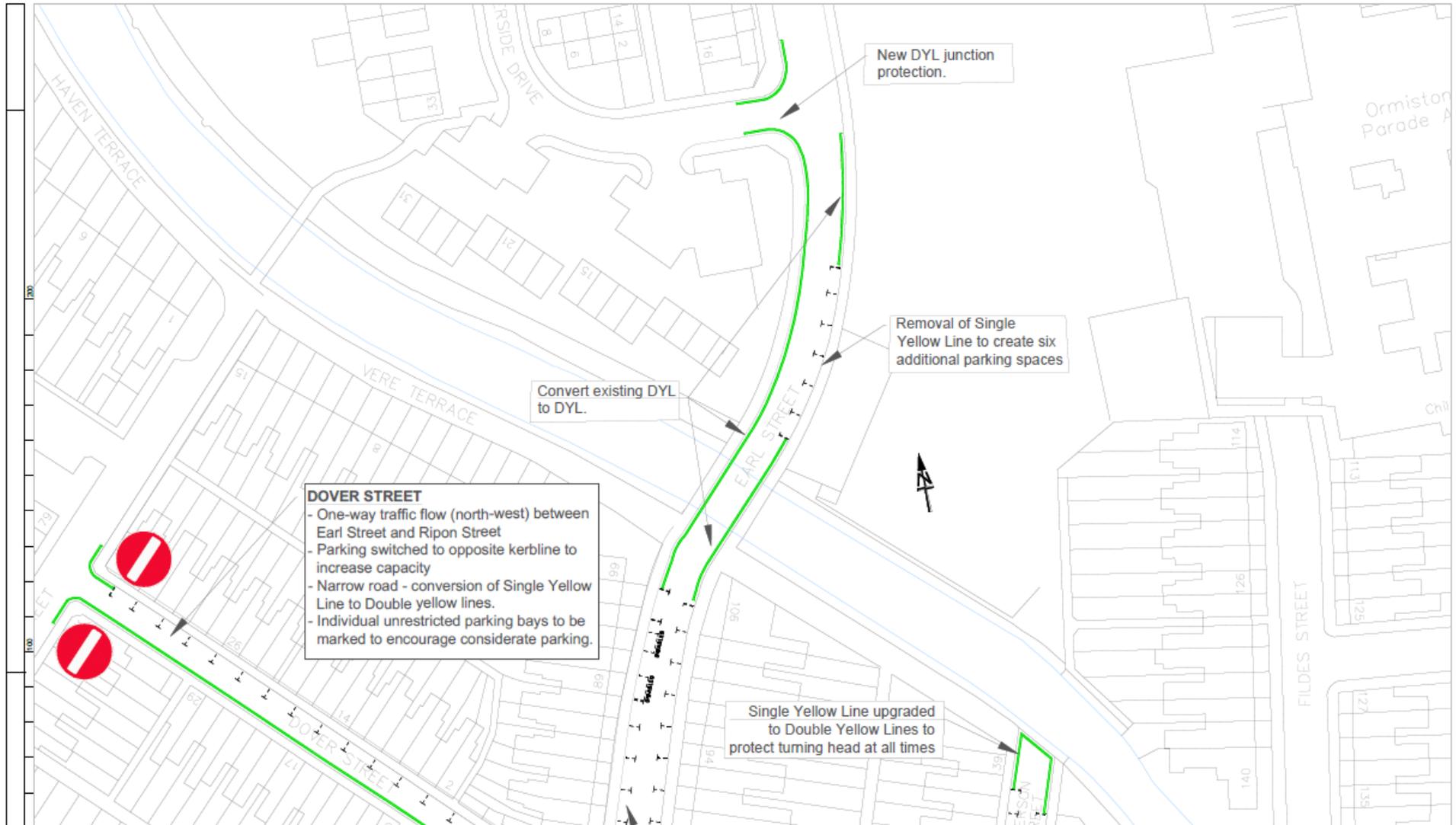
General Arrangement:
 Proposed Layout - North

Letter	Amendment	Drawn	Date

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CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT			
WEST MARSH Parking Scheme			
TITLE			
General Arrangement: Proposed Layout - North			
DRAWN	AB	APPROVED	NH
FILE REF.	19-14	DATE	13/11/20
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS
DRAWING No.			TR-19-14-02A



DOVER STREET

- One-way traffic flow (north-west) between Earl Street and Ripon Street
- Parking switched to opposite kerbline to increase capacity
- Narrow road - conversion of Single Yellow Line to Double yellow lines.
- Individual unrestricted parking bays to be marked to encourage considerate parking.

Letter	Amendment	Drawn	Date

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CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT			
WEST MARSH Parking Scheme			
TITLE			
General Arrangement Proposed Layout - North of bridge			
DRAWN	AB	APPROVED	NH
FILE REF.	19-14	DATE	13/11/20
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS
DRAWING No.			TR-19-14-03A