

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	28 September 2020
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Interim Director of Economy & Growth
SUBJECT	Traffic Regulation Order 20-13: Freeman Street, Grimsby – 24 Hour Prohibition of Waiting
STATUS	Open
FORWARD PLAN REF NO.	PHET 09/20/06

CONTRIBUTION TO OUR AIMS

The introduction of 24hour Prohibition of Waiting (double yellow lines) at this location, will contribute to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer environment.

EXECUTIVE SUMMARY

In order to support the introduction of a new vehicular egress facility from the approved YMCA development, and to protect users of the nearby pedestrian crossing, it is proposed to replace the current limited waiting restrictions with 'No Waiting at any Time' restrictions.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order to revoke the current limited waiting restrictions and introduce a 24 hour Prohibition of Waiting (double yellow line) restriction, as detailed in the Schedules to Appendix 1 and shown indicatively on drawing TR-20-13 to Appendix 2.
- b) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The introduction of 24 hour Prohibition of Waiting restrictions is proposed in order to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers exiting the YMCA site and of pedestrians using the nearby zebra crossing facility.

1. BACKGROUND AND ISSUES

- 1.1 Planning approval was given to the YMCA development (DM/0642/19/FUL) in October 2019, which included the installation of a new vehicle egress facility out onto Freeman Street. Discussions with the Site Operations Manager have highlighted a need to implement measures to prevent parking in the immediate vicinity of the new egress to make way for its installation, to

maintain clear sight lines either side for vehicles to be able to safely exit, and to ensure clear visibility for drivers of any pedestrians using the nearby zebra crossing.

- 1.2 It is intended that the current limited waiting (single yellow line) restriction on Freeman Street along the frontage of the YMCA site and into Kent Street for a short distance, which only prevents parking Monday to Saturday 8am to 6pm, will be replaced with a 24 hour Prohibition of Waiting (double yellow line) restriction. The limited waiting parking bay on Freeman Street running along the eastern kerb line will also be shortened by approximately 11 metres to accommodate the new egress and the new double yellow line restriction extended to instead cover this area.

2. RISKS AND OPPORTUNITIES

- 2.1 Preventative measures to remove parking from the immediate vicinity of the vehicle egress facility will provide the opportunity to enhance the safety of all road users along the affected section of Freeman Street.
- 2.2 Should the proposals not be approved it will prevent proper use of the formally approved egress facility, thereby creating a road safety risk for those vehicles attempting to exit the YMCA site.

3. OTHER OPTIONS CONSIDERED

The only other option would be to take no action in respect of amending the current restrictions. This would though prevent delivery of the approved site layout as stipulated in the Planning consent and would create conflict between vehicles trying to exit the YMCA site and any parked vehicles.

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 given that the YMCA development along with any associated changes to the highway infrastructure, has already been given formal Planning consent. The proposed restrictions simply seek to support those changes and ensure that any potential road safety risks are reduced.
- 4.2 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 to advise of the Council's intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

5. FINANCIAL CONSIDERATIONS

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

The proposals are not expected to have any significant impact on climate change and / or the environment.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

As detailed within the financial considerations section of this report, there are no significant financial implications associated with the TRO recommendations. Costs are not significant and budgeted through the existing contract arrangements with ENGIE.

9. LEGAL IMPLICATIONS

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.

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.

Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

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 solely within the East Marsh Ward.

12. 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](#)

13. CONTACT OFFICER(S)

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PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

SCHEDULE 1 - Revocations

“No Waiting - Monday to Saturday 8am to 6pm”

<u>ROAD</u>	<u>SIDE</u>	<u>EXTENT</u>
Freeman Street	EASTERN KERB LINE	from the southern kerb line of Kent Street in a southerly direction for approx. 44.8 metres
Kent Street	SOUTHERN KERB LINE	from the junction with Freeman Street in an easterly direction for a distance of 13.8 metres

“Limited waiting 30 minutes, no return within 30 minutes – Monday to Friday 8am to 6pm”

<u>ROAD</u>	<u>SIDE</u>	<u>EXTENT</u>
Freeman Street	EASTERN KERB LINE	From a point 44.8 metres south of the southern kerb line of Kent Street in a southerly direction for a distance of approx. 11 metres

SCHEDULE 2

“24 Hour Prohibition of Waiting”

<u>ROAD</u>	<u>SIDE</u>	<u>EXTENT</u>
Freeman Street	EASTERN KERB LINE	From the southern kerb line of Kent Street in a southerly direction for a distance of approx. 55.8 metres.
Kent Street	SOUTHERN KERB LINE	from the junction with Freeman Street in an easterly direction for a distance of 13.8 metres

APPENDIX 2

