

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	21 <sup>st</sup> August 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 23-27: No Waiting at Any Time – Durban Road, Grimsby
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 08/23/03

## CONTRIBUTION TO OUR AIMS

The amendment to the current extent of the 24-hour Prohibition of Waiting (double yellow lines) on a section of Durban Road, Grimsby will contribute to the health and wellbeing of all road users, residents and visitors to the area by creating, and maintaining, a safer environment.

## EXECUTIVE SUMMARY

In order to enable the installation of a disabled person's parking place and to ensure the continuation of traffic flow on this busy bus route, it is proposed to amend the current extents of the existing 24-hour Prohibition of Waiting restrictions on a section of Durban Road, Grimsby.

## RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a TRO to amend the lengths of the 24-hour Prohibition of Waiting (double yellow line) restrictions on a section of Durban Road, the extent of which is shown indicatively on the drawing to Appendix One (Ref TR-23-27-01).
- b) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

## REASONS FOR DECISION

The amendment of the extents of a section of the existing of 24-hour Prohibition of Waiting restrictions is proposed to enable the installation of a disabled person's parking place, and to maintain road safety for all road users, by ensuring the continuation of traffic flows through the area.

### 1. BACKGROUND AND ISSUES

- 1.1 The Traffic Team have been asked to consider the introduction of a disabled persons parking place on Durban Road, Grimsby. Following a site assessment it was concluded that the most appropriate way of achieving this outcome would

be to reduce the extent of the current parking restrictions on the north-eastern side of Durban Road. In order to avoid an unnecessary impact on traffic movements it is proposed to add a small section of additional parking restriction on the opposite side of the carriageway.

- 1.2 The extent and location of the changes to the 'No Waiting at Any Time' restrictions are detailed in the drawing (ref: TR 23-27-01), at Appendix One.

## **2. RISKS AND OPPORTUNITIES**

- 2.1 Should these proposals not be implemented, the risks are:

- The disabled persons parking place could not be installed without having a detrimental impact on traffic movements.
- The safety for all road users, particularly those who are vulnerable may be compromised if adequate space for traffic to pass is not maintained.

- 2.2 Should this proposal be adopted, the opportunities are:

- To implement restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To prevent parking and improve visibility.
- To maintain the necessary traffic flow on this busy road.
- To give improved visibility for pedestrians who may be crossing the road at this location.
- By introducing mandatory restrictions which are fully backed by a legal TRO will enable the NELC Civil Enforcement Team to enforce any vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

## **3. OTHER OPTIONS CONSIDERED**

- 3.1 Do nothing. This would though prevent the installation of the disabled person's parking place requested by Ward Councillors.
- 3.2 Reduce the restrictions on the north-eastern side of Durban Road only without making adjustments to restrictions on the opposite side of the road. This option is not recommended as it is likely to have a detrimental impact on the movement of traffic along Durban Road and may impact on road safety at this location.
- 3.3 Install the disabled person's parking place without amending the road markings. This is not recommended as installing a disabled person's parking place over double yellow lines is contrary to the Council's policy.

## **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. There will be a reduction in the length of on street parking on the south-western side of Durban Road however, this is necessary to maintain traffic flows through the area and ensure road safety is maintained.

- 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 Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

## **5. FINANCIAL CONSIDERATIONS**

All standard lining, signing and public notices required are covered through the Council's Regeneration Partnership arrangement with Equans.

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

This report does not include any implications specifically related to children and young people.

## **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

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

## **8. CONSULTATION WITH SCRUTINY**

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

## **9. FINANCIAL IMPLICATIONS**

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

## **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 made it can only be challenged by Judicial Review in the Administrative Court.

## **11. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications.

## **12. WARD IMPLICATIONS**

The proposals relate to issues within the East Marsh 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](#)

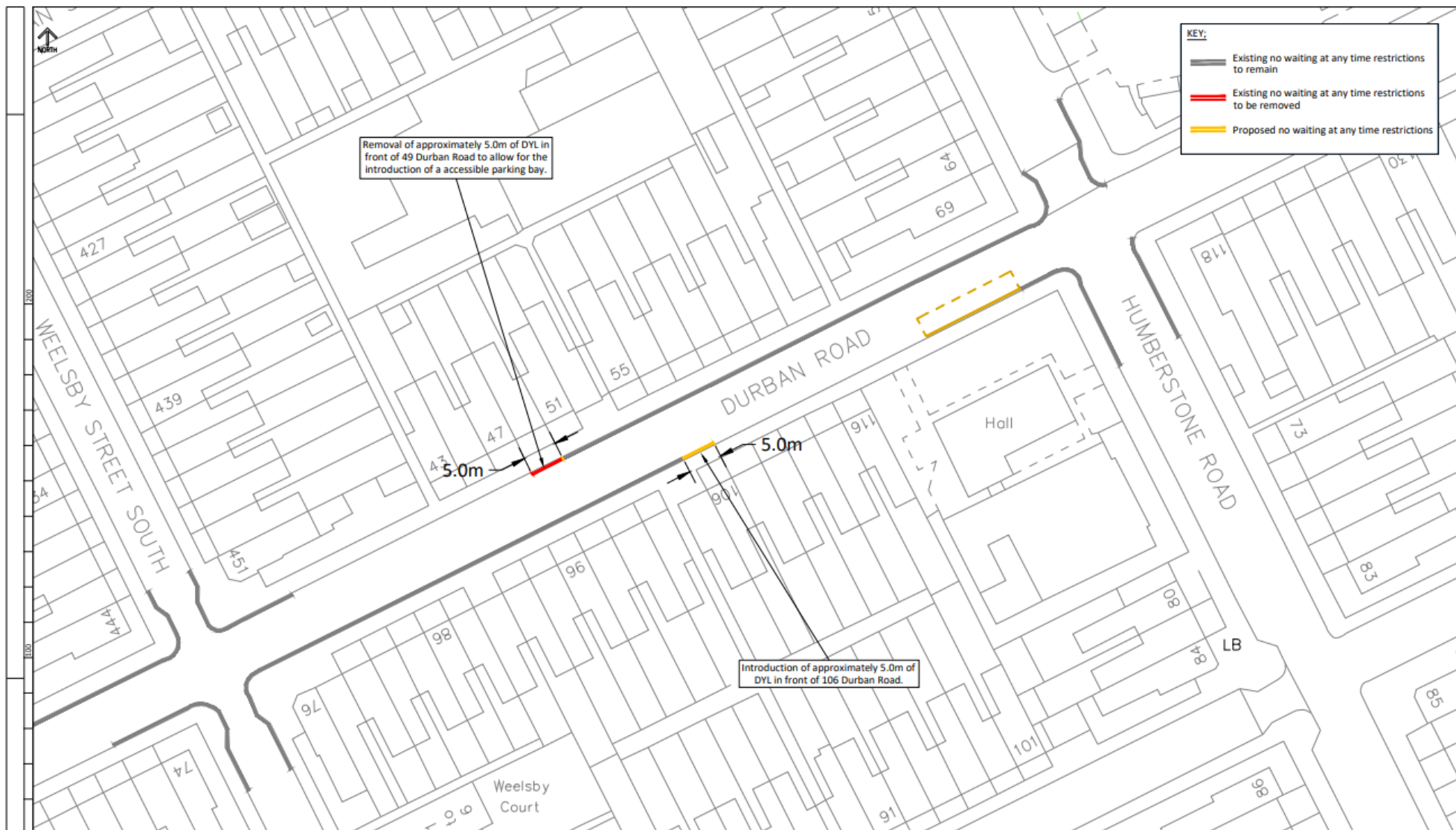
## **14. CONTACT OFFICER(S)**

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**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**



Letter	Amendment	Drawn	Date
DRAWING STATUS			
DRAFT ISSUE			
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CLIENT

**North East Lincolnshire Council**

PROJECT			NELC	
			Traffic Management Schemes	
TITLE			Traffic Regulation Order 23-27: No Waiting At Any Time - Durban Road, Grimsby	
DRAWN	MH	APPROVED	NH	SCHEME REF
DATE	02/08/23	DATE	02/08/23	TR-23-27
ORIGINAL SIZE	A3 (297 x 420)	SCALE	1:500	DRAWING No.
				TR-23-27-01

## Appendix One