

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	3 rd August 2020
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Clive Tritton Interim Director of Economy & Growth
SUBJECT	Experimental Traffic Regulation Order – Edward Street, Cleethorpes
STATUS	Open
FORWARD PLAN REF NO.	Not included on the Forward Plan – to be considered under the General Exception rules as set out in the Constitution.

CONTRIBUTION TO OUR AIMS

Taking measures to restrict parking on waste collection days will contribute to the Council's aim of improving the Health and Wellbeing of residents by implementing measures that will enable to waste collection vehicle to gain access to properties ensuring that household waste can be collected and removed as necessary.

EXECUTIVE SUMMARY

It is proposed to introduce an Experimental Traffic Regulation Order (ETRO) for 'No Waiting or Loading on Waste Collection Days 7am to 2.30pm' on and opposite the junction of Edward Street and William Street, Cleethorpes. Vehicles are parking on this junction which is preventing access by the waste collection vehicle resulting in household waste not getting collected.

RECOMMENDATIONS

It is recommended that:

1. Approval is granted for the making of a 'No Waiting or Loading on Waste Collection Days 7am to 2.30pm' Experimental Traffic Regulation Order as listed in schedule 1 of Appendix 1 and shown on drawing TR-20-12/002A in Appendix 2.
2. The resident of 21 William Street is contacted to determine if the disabled parking space marked on the carriageway is still required, and if so that the scheme be catered to allow for the use to continue prior to going ahead with the experiment
3. In the event that there are unresolved material objections received during the 6 month objection period following the making of the order, these will be referred to the Portfolio Holder for consideration, prior to a decision on whether to make the order permanent.

REASONS FOR DECISION

To enable the waste collection vehicle to gain access to residential streets and remove household waste.

1. BACKGROUND AND ISSUES

- A request has been received from the Portfolio Holder for Environment and transport to introduce waiting restrictions on William Street and Edward Street, Cleethorpes to enable the NELC waste collection vehicle to gain access.
- NELC Waste Services have reported issues with the waste collection vehicle, being unable to gain access to properties on Edward Street on their scheduled collection days due to vehicles parking on and opposite the junction with William Street. These issues have significantly increased over the last few months resulting in household waste not being collected on several occasions.
- Site visits have identified that Edward Street and William Street are narrow, residential streets consisting of terraced properties with no off street parking. Both streets are unrestricted on both sides, except for a short length of waiting restriction across the front of William Street Motors.
- As a result of residents having no off street parking, both streets have significant levels of on street parking with vehicles parking on any length of available unrestricted road, including the junction radius of Edward Street and William Street, as well as directly opposite.
- It is noted that an advisory 'disabled parking' road marking is present on the carriageway opposite the Edward Street junction, in front of 21 William Street. Residents can apply for a designated disabled parking space, the provision of which is subject to meeting the required criteria as set out in the NELC disabled bay terms and conditions and at a cost to the applicant. The type of road marking present is no longer prescribed, which implies that it has been in situ for a number of years, however it is not known at the time of writing this report if this designated parking space is still required.
- The Council has a duty to have due regard to the impact on those with disabilities in general terms it is thought that ensuring that the household waste can be collected is paramount
- The Highway Code (rule 243) states '*Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space*'. However, this rule is only advisory and as such no enforcement is likely to be undertaken.
- To balance the residents needs by ensuring their household waste can be collected as well as having on street parking available, it is proposed to introduce an Experimental Traffic Regulation Order (ETRO) to restrict parking in and around this junction on waste collection days only as shown on drawing TR 20-12/ 002A in Appendix 1. The ETRO will be valid for an 18 month period after which time, if it has proved successful could be made

permanent.

2. RISKS AND OPPORTUNITIES

Should the proposed experimental Traffic Regulation Order not be implemented, the risks are:

- Access to properties on Edward Street will continue to be obstructed for the waste collection vehicle on scheduled waste collection days.

Should the proposed experimental Traffic Regulation Order be implemented, the risks are:

- Reduced availability of carriageway space for parking and may therefore displace some vehicles into the surrounding streets, which has the potential to create similar conflict issues currently being experienced on William Street and Edward Street.
- If the Order is made blue badge holders would not be exempt unless expressly excluded. The Council has a duty to have due regard to the impact on those with disabilities in general terms it is thought that ensuring that the household waste can be collected is paramount

Should the proposed experimental Traffic Regulation Order be implemented, the opportunities are:

- The restrictions which are fully backed by a legal Traffic Regulation Order 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 - The area concerned could be left as unrestricted parking, however, this would not resolve the issues being experienced by the waste collection vehicle gaining access to properties on Edward Street.
- 3.2 Introduce waiting restrictions in the immediate vicinity - Double yellow lines or timed limited waiting restrictions would ensure access is available for the waste collection vehicle. However, this would have a significant impact on the availability of on street parking in the area and this option has been discounted in favour of a restriction tailored to the times and days needed.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 There may be some potential for negative reputational implications for the Council given that the process to introduce an experimental traffic regulation order doesn't require formal consultation with affected residents.

- 4.2 In advance of the Order becoming operational, a letter will be issued to residents of William Street and Edward Street informing of the intention to introduce the ETRO.
- 4.3 The resident of 21 William Street will be contacted to determine if the disabled parking space marked on the carriageway is still required, and if so that the scheme be catered to allow for the use to continue prior to going ahead with the experiment
- 4.4 A public notice will be published in the local press (Grimsby Telegraph) to advise that the authority has made an ETRO. Associated documents will be deposited online via the NELC website for public inspection, in-line with statutory obligations.
- 4.5 Objections can be submitted within a period of six months from the day the ETRO comes into operation, or the day on which that order is varied or modified pursuant to Section 10 (2) of the RTRA 1984. Full consideration of any objections received will be given to determine whether the provisions of the experimental order should be continued in force indefinitely.
- 4.6 NELC public website will be updated following the decision. There are no further communications considerations.

5. FINANCIAL CONSIDERATIONS

The recommendation does not require any capital expenditure. The cost of any public notices associated with the advertisement of the TRO 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. There is the potential that the proposals may encourage more sustainable travel as residents feel safer to make shorter journeys by other means, whether this be cycling, walking or utilising local bus services.

7. CONSULTATION WITH SCRUTINY

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

8. FINANCIAL IMPLICATIONS

As identified above, the cost of any public notices associated with the advertisement of the TRO are covered through the Council's Regeneration Partnership arrangement with ENGIE.

9. LEGAL IMPLICATIONS

- 9.1 The Council can make an Experimental Traffic Regulation Order under section

- 9 Road Traffic Regulation Act 1984.
- 9.2 Within a period of six months from the date the order is made a person may object to the order.
- 9.3 All other legal implications arising are as laid out in the main body of the report.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications arising from the contents of this report.

11. WARD IMPLICATIONS

The proposals relate to issues solely within the Croft Baker 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)

Mark Nearney Assistant Director of Housing and Interim Assistant Director of Highways, Transport and Planning	Debbie Swatman Traffic Team Manager
Economy & Growth	ENGIE
01472 324122	01472 324514

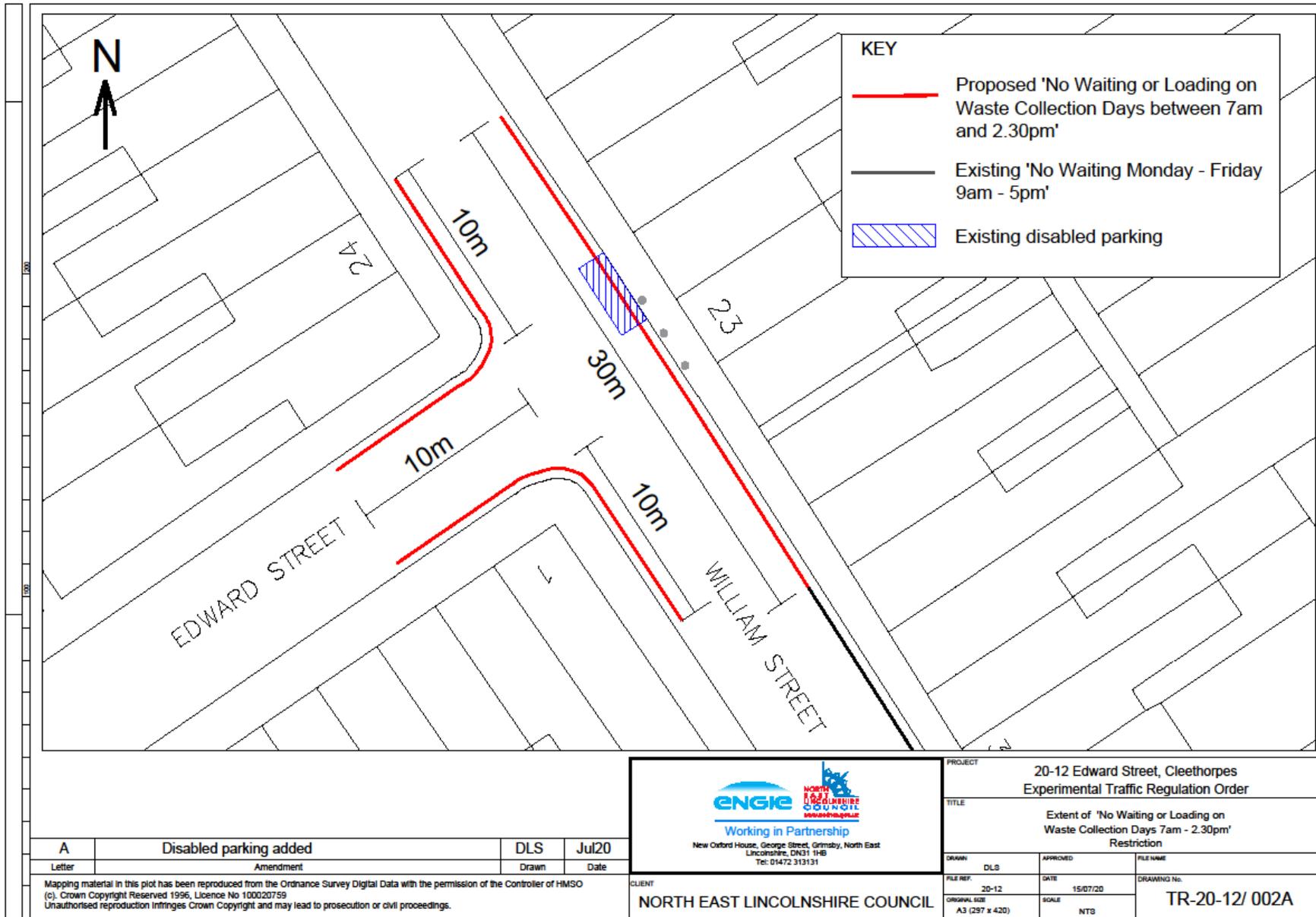
COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

“No Waiting or Loading on Waste Collection Days 7am to 2.30pm”

<u>ROAD</u>	<u>SIDE</u>	<u>EXTENT</u>
William Street	East	From a point 10 metres northeast of the northern kerbline of Edward Street in a southeast direction for a distance of 30 metres.
William Street	North West	From the extended northern kerbline of Edward Street in a north-westerly direction for 10 metres
William Street	South West	From the extended southern kerbline of Edward Street in a south-easterly direction for 10 metres
Edward Street	Both	From its junction with William Street in a south-westerly direction for 10 meters

APPENDIX 2



A	Disabled parking added	DLS	Jul20
Letter	Amendment	Drawn	Date

Mapping material in this plot has been reproduced from the Ordnance Survey Digital Data with the permission of the Controller of HMSO
 (c) Crown Copyright Reserved 1996, Licence No 100020759
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

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

CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

PROJECT 20-12 Edward Street, Cleethorpes Experimental Traffic Regulation Order			
TITLE Extent of 'No Waiting or Loading on Waste Collection Days 7am - 2.30pm' Restriction			
DRAWN	DLS	APPROVED	FILE NAME
FILE REF:	20-12	DATE	15/07/20
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS
			DRAWING No. TR-20-12/ 002A

Scale 1:1000 (Metric) 1:1000 (Imperial)