

**PORTFOLIO HOLDER
ENVIRONMENT AND
TRANSPORT
DECISION NOTICE**

Publication Date 12th April 2021

At the meeting of the Portfolio Holder – Environment and Transport, held on the 12th April 2021 the following matters were discussed. The decisions of the Portfolio Holder are set out below in each item along with reasons for the decision and other options considered.

DNPH.ETE.31

DECLARATIONS OF INTEREST

There were no declarations of interest made with regards to any items on the agenda.

DNPH.ETE.32

TRAFFIC REGULATION ORDER 19-25: – SHIP: A1173 SPEED LIMITS, CLEARWAY AND NO WAITING AT ANY TIME

The Portfolio Holder considered a report that proposed various traffic regulation orders to control parking, increase parking capacity and improve traffic flows within the area.

RESOLVED –

1) That the making of a Traffic Regulation Order to revoke the current 'No Waiting at Any Time' restrictions on Kings Road be approved.

2) That the making of a Traffic Regulation Order for the introduction of No Waiting at Any Time restrictions be approved.

3) That the making of a Traffic Regulation Order for the introduction of a 24-hour Rural Clearway be approved.

4) That the making of a Speed Limit Order to introduce 50mph and 40mph speed limits on the A1173 and Kiln Lane between Stallingborough Interchange North Moss be approved.

REASONS FOR DECISION – The clearway and speed limit orders are required to ensure the efficient and safe movement of traffic along these heavily used routes, and to support the newly constructed highway infrastructure. The No Waiting at Any Time restrictions are required to ensure unobstructed access to the Stallingborough Interchange Employment Site.

OTHER OPTIONS CONSIDERED –

From inception of the project the Speed Limit Order has been considered as an integral part of the scheme. No other options have been considered as alternative speed limits will not meet the design requirements.

A 'No Waiting at Any Time' restriction (double yellow lines) could have been used to prohibit parking but this does not prohibit stopping or unloading. In addition, this restriction would have required the introduction of road markings.

A 'No Loading at Any Time' restriction could have been used to prohibit loading as well as waiting, but this does not prohibit the stopping of a vehicle to board and alight passengers. This restriction would have required both road markings and signs on lamp columns and/or individual posts.

DNPH.ETE.33

TRACKING REPORT

The Portfolio Holder considered the tracking report tracking the recommendations of this Portfolio and to agree any items for sign off.

RESOLVED – That the report was noted.