

**PORTFOLIO HOLDER
ENVIRONMENT AND
TRANSPORT
DECISION NOTICE**

Publication Date 10th August 2021

At the meeting of the Portfolio Holder – Environment and Transport, held on the 9th August 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.8 DECLARATIONS OF INTEREST

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

DNPH.ETE.9 TRAFFIC REGULATION ORDER 21-13: DAVID STREET, GRIMSBY – NO WAITING AT ANY TIME RESTRICTIONS

The portfolio holder considered a report that proposed to make permanent the 'No Waiting at Any Time' restrictions at the access to Near & Near Undertakers on David Street, Grimsby.

RESOLVED –

1) Subject to formal consultation and no material objections being received, the making of a Traffic Regulation Order, the effect of which is detailed in the Schedules in Appendix 1 and shown indicatively on the Plan at Appendix 2 be approved.

2) 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 be approved.

REASON FOR DECISION - To protect the safety of the wider public by ensuring that vehicles can gain access to the required facilities to enable loading / unloading to be undertaken within the grounds of the premises.

OTHER OPTIONS CONSIDERED - Do nothing. However, this would not be advised given the wider public safety risks identified.

DNPH.ETE.10 **TRAFFIC REGULATION ORDER (20-12A) EDWARD STREET / WILLIAM STREET, CLEETHORPES – PROHIBITION OF WAITING AND LOADING**

The portfolio holder considered a report that the making of a permanent Order which reproduced and continued in force indefinitely the provisions of ETRO 20-12 as detailed in Appendix 1 and shown on the drawing to Appendix 2.

RESOLVED – That following consideration of the objections detailed in this report, for the making of a permanent Order which reproduces and continues in force indefinitely the provisions of ETRO 20-12 as detailed in Appendix 1 and shown on the drawing to Appendix 2 be approved.

REASON FOR DECISION - To continue to enable waste operation vehicles to gain access to the affected residential streets to collect household waste

OTHER OPTIONS CONSIDERED -

Do nothing – The Experimental Order would expire on 01 March 2022 and the area would need to revert back to unrestricted parking. This would result in additional cost to remove associated signs and road markings of signs and would not resolve the issues being experienced by the waste operation vehicle gaining access to properties on Edward Street.

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.

DNPH.ETE.11 **TRAFFIC REGULATION ORDER - PROHIBITION OF VEHICLES: A1098 HEWITT'S AVENUE LAYBY, GRIMSBY**

The portfolio holder considered a report that proposed to introduce a permanent Traffic Regulation Order (TRO) to prevent vehicular access by the wider public within the layby on the A1098 Hewitt's Avenue, Grimsby.

RESOLVED –

1) That subject to formal consultation and no material objections being received the making of a 'Prohibition of Vehicles, except for access' TRO for the Hewitts Avenue layby as detailed in the Schedule in Appendix A and shown indicatively on drawing TR-21-03-A of Appendix B be approved.

2) That in the event there are unresolved material objections to the Order, these are referred to the Portfolio Holder for determination and a decision as to whether the Order be confirmed and executed be approved.

REASON FOR DECISION - To remove the opportunity for fly tipping, littering and antisocial behaviours within the layby. The clearing of fly tipping and litter incurs a significant cost in both financial and resource to the Council.

OTHER OPTIONS CONSIDERED –

Do not permanently close – This will not resolve the reported issues and result in the recurrence of fly tipping and anti-social behaviours.

Improve visibility of the affected locations – Tree and vegetation cutting may make such areas less appealing for tipping waste. This option would likely require regular attention by other NELC departments which is another resource commitment that could be avoided by implementing the recommended proposal.

Install or improve lighting – The procurement, ongoing maintenance and potential replacement in the event of damage of such equipment would be additional annual cost to the Council.

Install appropriate CCTV deterrent or signs – As with providing lighting, costs would be incurred by NELC to supply CCTV units, as well as to regularly monitor them. Most fly-tipping is likely to occur at night when offenders are more inconspicuous, which would make getting clear evidence of illegal activity difficult. This would also still require the clearing of any waste that is tipped and is not a solution that stops the issue at source.

Stopping up Order - A Stopping Up Order, under Section 116 and 118 of the Highways Act 1980 can be made when an area of public highway is no longer required. The area will then cease to be classified as highway.

DNPH.ETE.12

TRAFFIC REGULATION ORDER 21-02: HOBSON WAY, GRIMSBY - PROPOSED 24 HOUR CLEARWAY

The portfolio holder considered a report that proposed to introduce a 24-hour clearway on Hobson Way and Laporte Road to support the Grimsby to Immingham Cycle Superhighway Project and to facilitate the

continuation of the clearway restrictions implemented under the SHIP Project.

RESOLVED –

1) That subject to formal consultation and no material objections being received:

a) The making of a Traffic Regulation Order for the introduction of a 24-hour Rural Clearway, as shown on drawing TR-21-03-A to Appendix 1 be approved.

b) In the event that there are unresolved objections, these are referred to the Portfolio Holder for determination and decision as to whether the Traffic Regulation Order be approved.

REASON FOR DECISION – The clearway is required to ensure the efficient and safe movement of traffic along Hobson Way and Laporte Road, and to support the Grimsby to Immingham Cycle Superhighway Project.

OTHER OPTIONS CONSIDERED –

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.13 PROPOSED AMENDMENT TO 50MPH SPEED LIMIT – A180 WESTGATE, GRIMSBY

The portfolio holder considered a report that proposed to amend the speed limit on the A180 Westgate, Grimsby to 50mph.

RESOLVED –

That this matter be deferred for future consideration, date to be determined, pending the collation of further data and intelligence to inform an eventual decision.

REASON FOR DECISION – To improve the safety of all road users, particularly those who intend to use the new shared cycleway / footway infrastructure on the A180 Westgate. To ensure that an eventual decision is based on data, intelligence, evidence and analysis.

OTHER OPTIONS CONSIDERED –

Reduce part of the 50mph Speed Limit in place on a section of A180 Westgate to 30mph, as detailed in Schedule 1 to Appendix 1 and shown on the drawing to Appendix 2. The portfolio holder felt there was little evidence or data to inform this option and preferred to defer matters until more information was available.

Reduce the speed limit to 40mph on Westgate between Alexandra Dock Bridge and Lockhill Roundabout – Although still seen as an improvement to the current situation, a 10mph speed limit reduction would not be enough to have any significant benefit to reducing the severity of collisions involving cyclists, particularly given the short length of road concerned.

Reduce the speed limit to 40mph along the full extent of Westgate between Westgate Roundabout and Lockhill Roundabout – This is not deemed to be an essential requirement for the introduction of the cycle facility, the current posted 50mph speed limit could be retained to meet the design standards. From a road safety perspective there is no current data to suggest reducing the speed limit along full extent of Westgate is justified, given the nature of the route. Significant additional measures would be required to ensure drivers adhere to a 40mph limit. The remaining section of Westgate should therefore be retained as 50mph which will also provide consistency with the section of the A180 between Pyewipe Roundabout and Lockhill Roundabout.

Reduce the speed limit to 20mph – 20mph speed limits are regarded as being particularly safe for cyclists. However, A180 Westgate is a primary 'dual carriageway' route on approach to Grimsby Town Centre, a speed limit of anything lower than 30mph is considered inappropriate given the nature of the road and volume of traffic using it. Additional extensive measures would also be required to ensure a 20mph speed limit is self-enforcing, again this would be out of character for the area concerned.

Do not reduce the speed limit – The shared cycleway / footway will be constructed alongside the carriageway and the existing 50mph speed limit would remain. Providing an off-road facility for cyclists will mitigate most of the risks associated with these vulnerable road users mixing with traffic. Although the probability of a collision between a cyclist and vehicle travelling at 50mph has been greatly reduced by moving cyclists off carriageway, the severity of any resulting injuries is likely to be greater than if the vehicle were travelling at a lower speed.

DNPH.ETE.14 **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.