

**PORTFOLIO HOLDER
ENERGY AND ENVIRONMENT
DECISION NOTICE**

At the meeting of the Portfolio Holder – Energy and Environment, held on the 28th November, 2016 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.

DNP.H.EE.16 DECLARATIONS OF INTEREST

There were no declarations of interests in respect of items on the agenda.

DNP.H.EE.17 NORTH EAST LINCOLNSHIRE LOCAL TRANSPORT PLAN QUARTERLY UPDATE (END OF QUARTER 2)

The Portfolio Holder considered a report which sets out the progress in delivering the North East Lincolnshire Local Transport Plan 2016/17

capital programme made during Quarter 1 and Quarter 2 of the current year.

RESOLVED – That the Local Transport Plan Quarter 2 Members Update be noted and its circulation to all Members for information be approved.

REASONS FOR DECISION - To ensure transparency in the delivery of the Council's Local Transport Plan and provide an opportunity for formal challenge of the programme.

OTHER OPTIONS CONSIDERED – Do nothing, and not amend the LTP programme: Opportunities to minimise disruption would be missed resulting in increased levels of disruption for residents and possible higher scheme costs.

DNPH.EE.18 EDWARD STREET RESIDENTS PARKING SCHEME

The Portfolio Holder considered a report proposing a Traffic Regulation Order for a Resident Parking Scheme in the section of Edward Street, between Sixhills Street and the southern exit.

RESOLVED –

- (1) That, subject to consultation and no objections being received, approval be granted to the making of a “Resident Parking Scheme” Traffic Regulation Order as shown on drawing TR701/16-30/01 in Appendix 1.**
- (2) That the eligible addresses will be the residents of Edward Street primarily and that the power to decide on the eligibility to purchase residents permits be delegated to Parking Services. Consideration for businesses and nearby residents should only be given if there is sufficient space available to do so.**
- (3) That, in the event there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To improve parking conditions for residents in the Edward Street area and to ensure unhindered access to and from Edward Street and create a safer environment around the local school for all road users.

OTHER OPTIONS CONSIDERED –

The area concerned could be left as unrestricted parking, allowing anyone to park in the street. However, this would not resolve the problems the residents currently experience in trying to find parking near to their homes as well as access issues for all users of the nearby public facilities.

Another alternative would be to advise the residents to utilise unrestricted parking in nearby streets when all spaces in Edward Street are occupied. However, properties on the surrounding roads also comprise of terraced housing with little or no off-street parking facility. In this regard any available parking space is likely to be already occupied by residents living in that street. Therefore, it is fair to assume that all residents rely heavily on spaces being available in the close proximity to where they live.

DNPH.EE.19

**FANNYSTONE ROAD, GRIMSBY: TRAFFIC REGULATION ORDER
– PROHIBITION OF WAITING**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting along the full length of the south western side of Fannystone Road in Grimsby.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-42-01.**
- (2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To ensure unhindered access to and from Fannystone Road and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

As outlined within Section 1 above, an option to provide a single yellow line on the street has been considered but was considered to have fewer benefits than the provision of a double yellow line.

Providing restrictions on both sides of the road was not considered advantageous as this would result in a greater loss of on-street parking for residents.

DNPH.EE.20 **NORTH STREET/ HUMBER STREET JUNCTION, CLEETHORPES:
TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING.**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions on North Street in Cleethorpes.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-38-01.**
- (2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To ensure unhindered access along North Street, including for the emergency services, and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

DNPH.EE.21 **SPRING BANK / ROSEVERE AVENUE / MAGNOLIA STREET,
GRIMSBY: TRAFFIC REGULATION ORDER – PROHIBITION OF
WAITING.**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions at the Spring Bank, Roseveare Avenue and Spark Street in Grimsby.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-44-01.**

- (2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To improve visibility within the vicinity of the Spring Bank / Roseveare Avenue / Spark Street junction and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

Providing more extensive double yellow lines along the street was not considered advantageous as this would result in a greater loss of on-street parking for residents in an area where off-street parking provision was limited.

DNPH.EE.22

MENDIP AVENUE / GRAMPIAN WAY / SOUTHWOLD CRESCENT, GRIMSBY: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING.

The Portfolio Holder considered a Traffic Regulation Order for no waiting restrictions on Mendip Avenue, Grampian Way and Southwold Crescent in Grimsby.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-45-01.**
- (2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To improve visibility around the bend on Mendip Avenue and within the vicinity of adjoining junctions and to create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

DNPH.EE.23 SEACROFT ROAD, CLEETHORPES: TRAFFIC REGULATION ORDER – REMOVAL OF PROHIBITION OF WAITING RESTRICTION.

The Portfolio Holder considered a removal of a Traffic Regulation Order for no waiting restrictions on a section of Seacroft Road to the south east of Signhills Avenue in Cleethorpes.

RESOLVED –

(1) That, subject to a formal consultation and no objections being received, approval be granted to the removal of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-37-01.

(2) That, in the event that there are unresolved objections to the Order, these are referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION –

To better manage on-street parking requirements on this section of Seacroft Road.

OTHER OPTIONS CONSIDERED –

An alternative option would be to remove the full length of double yellow lines on Seacroft Road to the south east of Signhills Avenue. However, this option is considered less advantageous as it would permit vehicles to park in an area that some vehicles may wish to use for turning.

DNPH.EE.24 WILLIAM STREET, CLEETHORPES: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING

The Portfolio Holder for considered a report proposing a Traffic Regulation Order for no waiting restrictions at William Street within the vicinity of the access to William St. Motor Services Ltd in Cleethorpes.

RESOLVED –

- 1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting (9am to 5pm) between Monday and Friday” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-33-01.
- 2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION –

To ensure unhindered access to and from William St. Motor Services Ltd and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Providing more extensive restrictions along the street is not considered advantageous as this would result in a greater loss of on-street parking for residents in an area where off-street parking provision is limited.

DNPH.EE.25 ABBAY ROAD, GRIMSBY: TRAFFIC REGULATION ORDER – PROVISION OF A LIMITED WAITING RESTRICTION WITHIN AN EXISTING MARKED PARKING AREA.

The Portfolio Holder considered a report proposing a Traffic Regulation Order for limited waiting restrictions on Abbey Road within the vicinity of ‘The Arc’ and ‘Wellowgate Stores’ in Grimsby. At the same time, it was proposed that a revocation of a Traffic Regulation Order for ‘no waiting’ restrictions on an adjacent section of Abbey Road.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “1-hour Limited Waiting (8am to 6pm) between Monday and Saturday, No Return Within 1-hour” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-46-01.

- (2) That, subject to a formal consultation and no objections being received, approval be granted to the removal of a “No Waiting (8am to 6pm) between Monday and Saturday” Traffic Regulation Order as listed in Schedule 2 given in Appendix 1 and shown on drawing TR101-16-46-01.**
- (3) That, in the event that there be unresolved objections to the above Orders, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Orders be confirmed**

REASONS FOR DECISION –

To create a facility which allows parking turnover within the immediate vicinity of local businesses.

OTHER OPTIONS CONSIDERED –

The proposal is considered to represent the option which best manages on-street parking demand for all road users in the area and promotes parking turnover for local businesses.

DNPH.EE.26

**BARKHOUSE LANE / MARPLE MEWS JUNCTION, CLEETHORPES:
TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions on Barkhouse Lane within the vicinity of its junction with Marple Mews in Cleethorpes.

RESOLVED –

- (1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-34-01.**
- (2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.**

REASONS FOR DECISION –

To improve visibility within the vicinity of the Barkhouse Lane / Marple Mews junction and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

Providing more extensive double yellow lines along the street was not considered advantageous as this would result in a greater loss of on-street parking for residents in an area where off-street parking provision was limited.

DNPH.EE.27 CAMPDEN CRESCENT / BRERETON AVENUE JUNCTION, CLEETHORPES: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions at the northern Brereton Avenue / Campden Crescent junction in Cleethorpes.

RESOLVED –

- 1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-40-01.
- 2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISIONS –

To improve visibility within the vicinity of the northern Brereton Avenue / Campden Crescent junction and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

As outlined within Section 1 above, a prohibition of footway/verge parking has been considered but is not felt to be the most suitable option at this stage.

DNPH.EE.28

**CORONATION ROAD/ OXFORD STREET/ WHITE'S ROAD,
CLEETHORPES: TRAFFIC REGULATION ORDER – PROHIBITION
OF WAITING.**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for 'no waiting' restrictions within the vicinity of junctions on Coronation Road, White's Road and Nicholson Street in Cleethorpes.

RESOLVED –

- (1) Subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-39-01.**
- (2) Subject to a formal consultation and no objections being received, approval be granted to the making of a “One-way Street” Traffic Regulation Order as listed in Schedule 2 given in Appendix 1 and shown on drawing TR101-16-39-01.**
- (3) In the event that there are unresolved objections to the above Orders, these are referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Orders be confirmed.**

REASONS FOR DECISION –

To improve visibility within the vicinity of junctions on Coronation Road, White's Road and Nicholson Street and create a safer environment for all road users and to improve traffic flow along Coronation Road.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

As outlined within Section 1, if Coronation Road were to remain a two-way street it is likely that additional areas of double yellow lines would be required to provide vehicles with space to pull into when a vehicle from the opposite direction is approaching. This additional loss of on-street parking is unlikely to be considered advantageous given that this is an area where off-street parking provision for residents is limited.

DNPH.EE.29

**DAGGETT ROAD, HARDYS ROAD/ BASSETT ROAD/ GARBUTT
PLACE CLEETHORPES: TRAFFIC REGULATION ORDER –
PROHIBITION OF WAITING RESTRICTION**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for 'no waiting' restrictions on Daggett Road, Bassett Road and Garbutt Place in Cleethorpes.

RESOLVED –

(1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-36-01.

(2) That, in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION –

To improve traffic flow on Daggett Road and visibility within the vicinity of the Daggett Road junctions with Bassett Road and Garbutt Place and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it is considered that, at this time, such restrictions would be out of place in the residential area.

DNPH.EE.30

DAGGETT ROAD, CLEETHORPES: TRAFFIC REGULATION ORDER – REMOVAL OF SEASONAL WAITING RESTRICTION.

The Portfolio Holder considered a report proposing to revoke a Traffic Regulation Order for 'no waiting' restrictions on Daggett Road to the south of the junction with Strubby Close in Cleethorpes.

RESOLVED –

(1) That, subject to a formal consultation and no objections being received, approval be granted to the revocation of a “No Waiting (9am to 5pm) between 1st May and 16th September” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-35-01.

(2) That, in the event that there are unresolved objections to the Order, these are referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION –

To better manage on-street parking requirements on this section of Daggett Road.

OTHER OPTIONS CONSIDERED –

The suggested proposal is considered the most appropriate option in light of the issue raised

DNPH.EE.31

DAUBNEY STREET, CLEETHORPES: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING

The Portfolio Holder considered a report proposing a Traffic Regulation Order for ‘no waiting’ restrictions on Daubney Street within the vicinity of the access to The Courtyard in Cleethorpes.

RESOLVED –

(1) That, subject to a formal consultation and no objections being received, approval be granted to the making of a “No Waiting At Any Time” Traffic Regulation Order as listed in Schedule 1 given in Appendix 1 and shown on drawing TR101-16-41-01.

(2) That, In the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION –

To ensure unhindered access to and from The Courtyard and create a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

Parking can be better controlled through the use of “no loading” restrictions. These would require additional road markings and the provision of upright signs. Whilst recognised as effective and easily enforced it was considered that, at this time, such restrictions would be out of place in the residential area.

Providing more extensive double yellow lines along the street was not considered advantageous as this would result in a greater loss of on-street parking for residents in an area where off-street parking provision was limited.

DNPH.EE.32

TRACKING

The Portfolio Holder considered a report tracking the recommendations of previous meetings.

RESOLVED –

- (1) That in relation to DNPH.ET.3 – Petition on School Initiative Road Safety - Install pedestrian crossing on Alexandra road, Grimsby, this item remain on the tracking report until works had been completed.**
- (2) That in relation to PH.ET.19 - Pelham Road, Immingham weight limit restriction, the outcome of investigations into extending the weight limit restriction to Stallingborough Road and Kings Road, Immingham be reported back to the next Portfolio Holder meeting.**