

**PORTFOLIO HOLDER  
ENERGY AND ENVIRONMENT  
DECISION NOTICE**

At the meeting of the Portfolio Holder – Energy and Environment, held on the 20<sup>th</sup> February, 2017 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.EE.33 DECLARATIONS OF INTEREST**

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

**DNPH.EE.34 REVIEW OF GATING ORDER – FOOTPATH LINKING HEATHFIELD COURT TO THE PUBLIC OPEN SPACE OFF WESTWARD HO, GRIMSBY**

The Portfolio Holder considered a report on the results of an annual review of the Gating Order imposed on the footpath linking Heathfield Court to the public open space off Westward Ho, Grimsby.

**RESOLVED – That the Gating Order imposed on the footpath linking Heathfield Court to the public open space off Westward Ho, Grimsby be continued without any variation until the next annual review.**

REASONS FOR DECISION –

This Gating Order is continuing to have a positive impact on the levels of crime and anti-social behaviour in the locality and there have not been any objections to its continuation raised by local residents, Ward Councillors or the Police.

OTHER OPTIONS CONSIDERED –

Revocation Of The Order. This option will require consultation and advertisement in the local press. We believe that objections are likely to be raised by the residents, which if unresolved, could result in a Public Inquiry.

Variation Of The Order. This option would also incur an on-going cost implication to manage the variation. The actual cost would depend on the complexity of the variation proposed but an estimation of this cost has previously been provided by our security section. The cost to manage the simplest of variations has been estimated at £2,600 per annum.

DNPH.EE.35 **REVIEW OF GATING ORDER – FOOTPATH LINKING BRUNEL CLOSE TO WEELSBY ROAD, GRIMSBY**

The Portfolio Holder considered a report on the results of an annual review of the Gating Order imposed on the footpath linking Brunel Close to Weelsby Road, Grimsby.

**RESOLVED – That the Gating Order imposed on the footpath linking Brunel Close to Weelsby Road, Grimsby be continued without any variation until the next annual review.**

REASONS FOR DECISION –

This Gating Order is continuing to have a positive impact on the levels of crime and anti-social behaviour in the locality and there have not been any objections to its continuation raised by local residents, Ward Councillors or the Police.

OTHER OPTIONS CONSIDERED –

Revocation Of The Order. This option will require consultation and advertisement in the local press. We believe that objections are likely

to be raised by the residents, which if unresolved, could result in a Public Inquiry.

Variation Of The Order. This option would also incur an on-going cost implication to manage the variation. The actual cost would depend on the complexity of the variation proposed but an estimation of this cost has previously been provided by our security section. The cost to manage the simplest of variations has been estimated at £2,600 per annum.

DNPH.EE.36

**QUEENSWAY/SERVICE ROAD 17 JUNCTION, GRIMSBY:  
TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING  
(COUBLE YELLOW LINES)**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions at the junction of Queensway and Service Road 17 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 TR101-16-47-01.**
- 2) 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 Queensway / Service Road 17 junction and create a safer environment for all road users.

**OTHER OPTIONS CONSIDERED –**

Parking could be controlled through the use of “no loading” restrictions, however, this 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 part of the site assessment process, consideration was given to whether it would be beneficial to provide double yellow lines at nearby service road junctions with Queensway. However, site assessments identified very low levels of parking in the vicinity of adjacent junctions and, as such, the provision of additional restrictions in these areas is not considered necessary at this stage.

DNPH.EE.37 **B1203 EAST RAVENDALE TO WALTHAM: A REVIEW OF EXISTING SPEED LIMITS**

The Portfolio Holder considered a report reviewing the existing speed limit along the B1203, East Ravendale.

**RESOLVED – That subject to referral to the Regeneration, Environment and Housing Scrutiny Panel and wider consultation and no objections being received the number of speed limit changes along the B1203 between East Ravendale and Waltham be reduced from eight to four.**

**REASONS FOR DECISION –**

To reduce the number of speed limit changes along the B1203 to enable drivers to travel more smoothly without excessive accelerating and decelerating, and the posted speed limits easier to enforce.

**OTHER OPTIONS CONSIDERED –**

The only other option to consider is to take no further action and leave the speed limits as they are. It has already been argued that the existing speed limits are causing issues for users of the B1203 so this option has not been considered any further.

DNPH.EE.38 **WELLOWGATE OUTSIDE HOLIDAY INN EXPRESS, GRIMSBY: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING (DOUBLE YELLOW LINES)**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions outside of the Holiday Inn Express on Wellowgate, Grimsby.

**RESOLVED –**

**(1) That subject to formal engagement 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 TR101-16-48-01.**

- (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 provide legal backing to and an ability to enforce the existing double yellow line road marking outside of Holiday Inn Express on Wellowgate, Grimsby and to create a safer environment for all road users.

**OTHER OPTIONS CONSIDERED –**

The option to formalise the arrangement that be in place on site be considered the most advantageous option.

DNPH.EE.39

**FAUCONBERG AVENUE, FERRIBY LANE, PELHAM AVENUE, GRIMSBY: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING (DOUBLE YELLOW LINES)**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions on Ferriby Lane, Fauconberg Avenue and Pelham Avenue 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 drawings TR101-16-49-01 and TR101-16-49-02.**
- 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 and visibility on Fauconberg Avenue and its junctions with Pelham Avenue and Ferriby Lane and create a safer environment for all road users.

To ensure unhindered access to and from the private drive serving 254 Scartho Road and create a safer environment for all road users.

#### OTHER OPTIONS CONSIDERED –

Parking could be controlled through the use of “no loading” restrictions, however, this 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.40 **PURBECK ROAD, GRIMSBY: TRAFFIC REGULATION ORDER – PROHIBITION OF WAITING (DOUBLE YELLOW LINES).**

The Portfolio Holder considered a report proposing a Traffic Regulation Order for no waiting restrictions in the turning head of Purbeck 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 TR101-16-50-01.**
- 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 allow vehicles to safely turn in the designated turning head on Purbeck Road and to create a safer environment for all road users.

#### OTHER OPTIONS CONSIDERED –

Parking could be controlled through the use of “no loading” restrictions, however, this 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 is not considered advantageous as this would result in an increased loss of on-street parking in this area.

#### DNPH.EE.41 **TRACKING**

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

#### RESOLVED –

- (1) That in relation to DNP.H.ET.3 – Petition on School Initiative Road Safety - Install pedestrian crossing on Alexandra road, Grimsby, this item remain on the tracking report until feedback to the lead petitioner 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 showed that it was not feasible for the weight limit to be extended, therefore the matter was to be closed and removed from tracking.**