



CABINET
DECISION NOTICE

Publication Date: 30th October 2018

At a special meeting of the Cabinet held on 29th October 2018 the following matters were discussed. The decisions of Cabinet are set out below each item along with reasons for the decision and other options considered.

PRESENT: Councillor Oxby (in the Chair)
Councillors Bolton, Hyldon-King, Patrick, Rogers, Watson, K. Wheatley and P. Wheatley.

DN.52 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received for this meeting.

DN.53 **DECLARATIONS OF INTEREST**

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

DN.54 **TOLLBAR JUNCTION IMPROVEMENTS**

Cabinet received a report from the Portfolio Holder for Environment, Transport and Energy which presented an assessment of additional options for retention of the existing roundabout alongside construction of a footbridge or underpass following a Council resolution on 22nd March 2018; and sought to provide further re-assurance regarding the safety of pedestrians using the crossings if the signalised junction was to be implemented.

RESOLVED –

- (1) That the Cabinet decisions of 15th February 2017 and 31st January 2018 to proceed with the implementation of a signalised crossroads junction with appropriate pedestrian/cycle safety measures, be endorsed.**
- (2) That authority be delegated to the Director for Economy and Growth to immediately commence a procurement exercise for the works arising out of Recommendation 1 above, and make an appropriate award in consultation with the Portfolio Holder for Environment, Transport and Energy.**
- (3) That authority be delegated to the Chief Legal and Monitoring Officer to execute all relevant papers.**
- (4) That authority be delegated to the Director of Economy and Growth to instruct the Council's Regeneration Partner ENGIE to put appropriate measures in place to minimise the impact of the works on the highway network and the affected academy and communities and that regular reports on progress be reported to Cabinet and Economy Scrutiny Panel.**
- (5) Cognisant of the need to carry out a stage 2 Road Safety Audit upon final design, that authority be delegated to the Director for Economy and Growth, in consultation with the Portfolio Holder for Environment, Transport and Energy to verify and approve the final design of the scheme and agree any design modifications required, upon receipt of professional highway design advice.**
- (6) That authority be delegated to the Director for Economy and Growth, in consultation with the Portfolio Holder for Environment, Transport and Energy be authorised to take any other decision on any ancillary matter arising from the above recommendations.**
- (7) That the Petition for Debate opposing the proposed scheme is noted and, with the consent of the Petition Organiser, Cabinet receives it.**

REASON FOR DECISION – The proposed junction improvement at Toll Bar will ensure adequate and reasonable provision for pedestrians,

permitting them to cross a main arterial road safely. Further it will improve the capacity of North East Lincolnshire's strategic highway network to accommodate current traffic levels and forecast traffic growth. Increasing the capacity of the strategic highway network is essential if the Council's future economic growth and housing aspirations are to be realised; failure to increase the capacity of the Toll Bar junction could result in development on a number of strategic sites being stalled.

To deliver a scheme incorporating a footbridge or underpass which can meet the Council's road safety and highways capacity objectives would require significant expansion of the existing roundabout and incorporation of signal-controlled pedestrian crossing facilities. This would also require significant third party land-take, requiring CPO powers; closure of vehicular access for a number of additional private dwellings; and cannot be delivered within the available timeframe or budget.

OTHER OPTIONS CONSIDERED –

The Council could have chosen to do nothing in respect of the proposed Toll Bar junction improvement scheme. This option has not been pursued because:

- not implementing road safety measures at Toll Bar would place the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988
- not improving the capacity of the existing highway network would, if current levels of traffic growth are sustained, lead to unacceptable congestion and place the Council at risk of failing to exercise its statutory duties under the Traffic Management Act 2004.
- Failure to deliver the proposed improvement scheme will jeopardise the availability of the Local Growth Fund grant for the project and potentially create reputational risks for the Council in respect of future bids for funding.