

**PORTFOLIO HOLDER
ENVIRONMENT AND TRANSPORT
DECISION NOTICE**

Publication Date: 4th November 2019

At the meeting of the Portfolio Holder – Environment and Transport, held on the 1st November 2019 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.20 DECLARATIONS OF INTEREST

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

DNPH.ETE.21 PETITION – FOR RESIDENTS PARKING DOWN HINKLER STREET, CLEETHORPES

The Portfolio Holder received a petition requesting for residents parking down Hinkler Street in Cleethorpes

RESOLVED - That the petition be received and progress be reported through the tracking report at future meetings of this Portfolio Holder.

REASONS FOR DECISION – In response to the petition received

OTHER OPTIONS CONSIDERED – None at this stage

DNPH.ETE.22 PETITION – TO STOP THE CLOSURE OF A PUBLIC FOOTPATH IN WALTHAM BETWEEN BARNOLDBY ROAD AND SALISBURY AVENUE/DRIVE

The Portfolio Holder received a petition requesting to stop the closure of a public footpath in Waltham between Barnoldby and Salisbury Avenue/Drive.

RESOLVED – That the petition be referred to Public Rights of Way Officers to be considered and any formal decision be referred to Planning Committee.

REASONS FOR DECISION – The petition fell within the Planning Committee’s terms of reference.

OTHER OPTIONS CONSIDERED – None at this stage

DNPH.ETE.23 EXPERIMENTAL TRAFFIC REGULATION ORDER – SCARTH ROAD

The Portfolio Holder considered a report to introduce an experimental traffic regulation order on Scartho Road to improve the traffic flow.

RESOLVED –

(1) That approval was granted for the making of an ETRO, to allow the trial removal of the existing bus lane on Scartho Road and permit the introduction of a ‘No Waiting’ and ‘No Loading’ restriction on Scartho Road.

(2) That in the event that there were unresolved material objections received during the 6 month objection period following the making of the order, these would be referred to the Portfolio Holder for consideration prior to a decision on whether to make the order permanent.

(3) That the Director of Economy and Growth was authorised to:

- **Commence a procurement exercise for any works associated with the experimental TRO and to make an appropriate award.**

- **Develop and deliver a six month trial traffic signal bus priority project at the junction of Scartho Road, Forsythia Drive and Cragston Avenue.**

REASONS FOR DECISION – To reduce congestion and improve vehicle journey times for road users, particularly during peak morning hours when traffic volumes are higher.

OTHER OPTIONS CONSIDERED –

Do Nothing – The current bus lane would remain in place and continue to provide benefits to bus and other priority users. However, the perceived congestion along Scartho Road would remain as the volume of non-priority vehicles are restricted to one lane.

Introduction of a Red Route – This type of traffic control prohibits the stopping of vehicles except taxis to set down or pick up passengers or in the case of a driver of vehicle displaying a blue badge to stop to pick up or set down a disabled person. All other vehicles should not stop for any purpose other than in an emergency. A red route has road markings and is more flexible than a Red Route clearway, which needs to operate all day.

Red routes are intended to be used strategically to deal with traffic problems assessed on a whole-route basis, not to deal with issues on relatively short lengths of road as in this particular scheme. This particular type of restriction cannot be used in conjunction with conventional yellow line road markings, which would need to be removed to make way for the installation of red road markings. Additional signs placed at frequent intervals are likely to be required to indicate the hours of operation of the red road markings and to inform drivers who may be unfamiliar with this type of restriction, that stopping is not permitted.

Introduction of a Red Route Clearway – A red route clearway applies to the carriageway, verge and footway and prohibits vehicles from stopping at any time for any purpose, except in signed lay-bys or elsewhere in an emergency. Similar exemptions apply to that of a Red Route, Where bus stops are required, they should generally be provided within layby's. Scartho Road, does not presently have any lay-bys that can be utilised for the inclusion of bus stops.

This type of restriction is implemented by signage only, which would be required at every entry and egress point to the red route, leading to an increase in sign clutter. Similar to a red route there is also a feeling that this type of restriction may not be well understood by local drivers particularly as there are no road markings.

It is expected there may be potential for negative reputational implications for the Council resulting from the decision. Those who utilise local bus services may be less inclined to utilise public transport if the suspension of the bus lane leads to increased journey times.

Also, the removal of the priority lane may result in an increase to Personal Injury Collisions (PICs) involving cyclists.

It is expected that there may be potential for positive reputational implications for the Council resulting from the decision as the proposed measures are however, designed to improve traffic flow and congestion on one of the main heavily trafficked routes into Grimsby Town Centre.

Urban Clearway - The urban clearway limits stopping during peak periods, but is effectively a prohibition of waiting and loading restriction. This permits drivers to stop in order to pick up passengers. It applies to both sides of the carriageway and includes footways and verges.

Signs would be required at every entry and egress point to the clearway. This option would see no road markings applied. All existing double yellow markings would need to be removed. This type of restriction is not commonly known or understood by drivers, as such it is unlikely to be adhered to or enforced.