



PORTFOLIO HOLDER
ENVIRONMENT, TRANSPORT AND ENERGY
DECISION NOTICE

Publication Date: 1st April 2019

At the meeting of the Portfolio Holder – Environment, Transport and Energy, held on the 1st April 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.42 DECLARATIONS OF INTEREST

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

DNPH.ETE.43 SOUTH HUMBER BANK/A180: TRAFFIC REGULATION ORDER (19/19) – NO WAITING AT ANY TIME & CYCLE PATH

The Portfolio Holder considered a report that introduced a Traffic Regulation Order (TRO) for 'No Waiting at Any Time' restrictions on Moody Lane and sections of Woad Lane to minimise vehicle conflict and improve road safety for road users, cyclists and pedestrians.

RESOLVED –

- 1) That subject to a formal consultation and no objections being received, that the revocation of existing waiting restrictions and the making of a “No Waiting at Any Time” Traffic Regulation Order as listed in Schedules 1 and 2 and shown on drawings 19/19/1201 & 1202 of the reports be approved.
- 2) That in the event that there be unresolved objections to the making of the Order, these be referred back to the Portfolio Holder for determination and a decision, as to whether or not the Order be confirmed.

REASONS FOR DECISION – To reduce vehicle conflict, improve visibility for road users and ensure access to businesses and properties can be maintained, creating a safer environment for all road users.

OTHER OPTIONS CONSIDERED – Do nothing – the existing concerns regarding visibility and road safety will remain and not be addressed.

DNPH.ETE.44 TRAFFIC REGULATION ORDER – PELHAM ROAD, IMMINGHAM

The Portfolio Holder considered a report that proposed to make a Traffic Regulation Order to make permanent the “7.5 Tonne, except for access” weight limit restriction on Pelham Road given that the Experimental Traffic Regulation Order for the same has been successful in rerouting HGV’s onto the desired routes and away from Pelham Road Immingham.

RESOLVED –

- 1) That subject to a formal consultation and no objections being received, the making of a Traffic Regulation Order for a permanent “7.5 tonne weight limit, except for access” restriction on Pelham Road, Immingham as listed in Schedule 1 in Appendix 1 and shown on drawing TR 19-03 within the report be approved.
- 2) That in the event that there be unresolved objections to the Order, these be referred back to the Portfolio Holder for determination and a decision as to whether or not the Traffic Regulation Order be confirmed.

REASONS FOR DECISION – The introduction of the Experimental Traffic Regulation Order (ETRO) has been successful in addressing the need to reroute HGV’s onto the A160 link road and away from Pelham Road and Immingham town centre

OTHER OPTIONS CONSIDERED – Do nothing. This option would require the removal of all current regulatory and directional traffic signs that were installed for the ETRO. Pelham Road could then legally

return to being used as a through route by HGV's, to access the industrial areas and docks.

DNPH.ETE.45 TRAFFIC REGULATION ORDERS - SCOUTS LANE AND PAR 3 RESIDENTIAL DEVELOPMENT, HUMBERSTON

The Portfolio Holder considered a report that proposed to introduce a 20mph zone and vehicle movement restrictions within the 'Par 3' development in Humberston in accordance with the approved planning conditions applied to the development.

RESOLVED –

- 1) That subject to a formal consultation and no objections being received, the making of a Traffic Regulation Order for a 20mph zone on Scouts Lane and within the Par 3 development as shown on drawing TR 19-02 in Appendix 1 of the report be approved.**
- 2) That subject to a formal consultation and no objections being received, the making of a Traffic Regulation Order to restrict vehicle movements at identified locations within the Par 3 development site as shown on drawing TR 19-02 in Appendix 1 of the report be approved.**
- 3) That in the event that there be unresolved objections to either Order under recommendations 1 and 2 above, 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 – The introduction of a 20mph zone commencing on Scouts Lane, Humberston is a planning condition applied to the 'Par 3' housing development off Scouts Lane, Humberston. Vehicle movement orders are also required over identified areas of the development in order to facilitate the introduction of features that will improve the overall amenity of the site.

OTHER OPTIONS CONSIDERED – Do nothing. However, if this was the case, the planning conditions set out within the planning approval for this development and the highway licencing requirements would not be met.

DNPH.ETE.46 CLEETHORPES REGENERATION PROGRAMME – TRAFFIC REGULATION ORDERS (SEA VIEW STREET)

The Portfolio Holder considered a report that introduced a number of permanent Traffic Regulation Orders (TROs) to support the implementation of public realm works under the Cleethorpes Regeneration Programme.

RESOLVED –

- 1) That the commencement of the formal consultation process for the Traffic Regulation Orders listed in Schedule 1, Appendix 1 of this report, in accordance with the requirements of the Road Traffic Regulation Act 1984 be approved.
- 2) That subject to no objections being received, that the making of the Traffic Regulation Orders as listed in Schedule 1 in Appendix 1 be approved.
- 3) That in the event that there be unresolved objections to any Orders, these be referred back to the Portfolio Holder for determination and decision as to whether or not the relevant Traffic Regulation Order be confirmed.

REASONS FOR DECISION – The delivery of public realm works in Sea View Street and New Road including the introduction of a plaza to replace existing surface car parking will further support and enhance the growth of the visitor economy, increase investor confidence and enhance the sense of ‘place’ for the community and businesses. The TROs identified in Schedule 1 were required to implement the proposed works. The proposals were supported by funding from CCF with an expectation of expenditure during 2019. Approval from the Portfolio Holder be required to ensure that works can commence on site in Autumn 2019.

OTHER OPTIONS CONSIDERED –

- 1) Do nothing – this would not allow the highway and public realm improvements to be implemented as approved by Cabinet in August 2018 and March 2019.
- 2) Development of an alternative scheme – TROs are required to support the implementation of the highway and public realm improvements and would still be required for an alternative scheme. The approved scheme and the TROs required to support this have been through extensive consultation. Therefore it is not considered that there are any other options for delivering these projects.

DNPH.ETE.47 TRACKING REPORT

The Portfolio Holder received the tracking report tracking the recommendations of this Portfolio Holder and to agree any items for sign off.

RESOLVED –That the tracking be noted.