

**PORTFOLIO HOLDER**  
**ENVIRONMENT, TRANSPORT AND ENERGY**  
**DECISION NOTICE**

Publication Date: 27<sup>th</sup> February 2019

At the meeting of the Portfolio Holder – Environment, Transport and Energy, held on the 25<sup>th</sup> February 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.30 **DECLARATIONS OF INTEREST**

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

DNPH.ETE.31 **PETITION – TO CLOSE THE ACCESS BETWEEN THE SPINNEY AND THE LAWNS, GRIMSBY.**

The Portfolio Holder received a petition requesting access be closed between The Spinney and The Lawns, Grimsby.

**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

DNPH.ETE.32 **NORTH EAST LINCOLNSHIRE LOCAL TRANSPORT PLAN MEMBERS UPDATE – END OF QUARTER 3**

The Portfolio Holder considered a report that provided an update of progress made in delivering the council's Local Transport Plan capital programme 2018/19 to the end of Quarter 3.

**RESOLVED – That the Local Transport Plan Quarterly Update (End of Q3 2018/19 – February 2019) report be noted and its circulation to all Members 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 do not amend the Local Transport Plan programme. Opportunities to minimise disruption and improve road safety, would be missed resulting in increased levels of disruption for residents and possibly an increase in future scheme costs.

DNPH.ETE.33 **HIGHWAYS AND TRANSPORT SCHEME UPDATE – END OF QUARTER 3 2018/19**

The Portfolio Holder considered a report that set out a summary of the progress made in delivering Highways & Transport schemes to date, with specific reference to those schemes that have been delivered during the period October-December 2018.

**RESOLVED – That the Highways & Transport scheme update be noted and it's circulated to all Members for information be approved.**

REASONS FOR DECISION – To ensure transparency in the delivery of the Council's Capital Programme and provide an opportunity for formal challenge of the programmes.

OTHER OPTIONS CONSIDERED – Do nothing, and do not deliver Highways and Transport schemes like those identified above. If this course of action was pursued the Council could be at risk of failing to meet its statutory duties in relation to the highway network.

DNPH.ETE.34 **BARGATE AVENUE \ WELHOLME AVENUE TRAFFIC REGULATION ORDER (18-05) – PROPOSED NO WAITING AT ANY TIME**

The Portfolio Holder considered a report that introduced a Traffic Regulation Order for 'No Waiting at Any Time' restrictions at the junction of Bargate Avenue and Welhome Avenue.

**RESOLVED –**

- 1) **That subject to a formal consultation and no objections being received, the making of a “No Waiting at Any Time” Traffic Regulation Order as listed in Schedule 2 in Appendix 1 and shown on drawing TR18-05-101A be approved.**
- 2) **That in the event that there are 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 – To improve visibility for road users, reduce vehicle conflict and ensure access to properties can be maintained, creating a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

1. Do Nothing – Maintenance of the existing restriction (posts and signs) was still required and will need to be programmed.
2. Carry out the required maintenance which will make the current restriction enforceable during the day, but leave the junction available to parking overnight. This would not fully address the safety concerns outside of the hours of the current restriction and we do not support this option.
3. Increase the extent of the current restriction to provide greater visibility at this junction. This would still permit overnight parking and not fully address the safety concerns outside of the hours of the current restriction. We do not support this option.

**DNPH.ETE.35 TRAFFIC REGULATION ORDER – MARKET STREET, CLEETHORPES**

The Portfolio Holder considered a report that introduced a Traffic Regulation Order (TRO) for a shared use “Loading Only 6am - 6pm / No Stopping except taxis 6pm - 6am” on the northern kerb line of Market Street, Cleethorpes between Cross Street and Osbourne Street.

**RESOLVED –**

- 1) **That subject to a formal consultation, the making of a shared use “Loading Only 6am-6pm / No Stopping except taxis 6pm-6am” Traffic Regulation Order as listed in Schedule 1 and as shown on drawing TR-18-CMP, in appendix 1 be approved.**

- 2) **That in the event that there are unresolved objections during the formal consultation stage of the Order, these be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation should be confirmed**

REASONS FOR DECISION – Current restrictions in this area are no longer considered to be the most effective use of kerbside road space and are regularly contravened by drivers. The provision of a shared loading / taxi bay in this location will help to address the needs of local businesses.

OTHER OPTIONS CONSIDERED – The existing restrictions are not reviewed and remain as currently installed. This would result in delivery vehicles being unable to utilise this area and undertaking loading from the carriageway, obstructing the flow of traffic.

**DNPH.ETE.36 REVIEW OF FEES AND CHARGES IN WASTE AND GROUNDS MAINTENANCE**

The Portfolio Holder considered a report that reviewed the fees and charges in Waste and Grounds Maintenance.

It was noted that following on from the approval of the budget at Full Council on 21<sup>st</sup> February 2019, a further year will be allocated to achieve sustainable community transfer of bowling greens. Therefore, the Portfolio was happy to retain the fees and charges relating to this area until 1<sup>st</sup> April 2020.

**RESOLVED –**

- 1) **That the revised Fees and Charges, as set out in the report be approved for implementation from 1st April 2019.**
- 2) **That the Fees and Charges, in terms of Bowling Greens, Putting and Croquet be retained until 1<sup>st</sup> April 2020.**

REASONS FOR DECISION – Approving the proposed revised Fees and Charges will enable Environmental Services to recover cost whenever this was possible, to contribute to the budget available to deliver services. This will allow the service a sustainable budget to continue to provide a free universal service offer in priority areas, available to all communities in North East Lincolnshire.

**OTHER OPTIONS CONSIDERED –**

Retain current fees and charges. This option was not sustainable long term without further budget allocation, due to rising cost and already overstretched resources.

Cease providing/delivering any discretionary services. The services referred to in this report deliver a good value offer and choice to our residents and our partners.

Review fees and charges to improve cost recovery. This is the preferred option presented in this report and will ensure the Council maintains its income base with rising cost and achieve better cost recovery of discretionary services to ensure a free universal service offer is maintained in priority areas.

### **DNPH.ETE.37 LITTLEFIELD LANE 20MPH SPEED LIMIT**

The Portfolio Holder considered a report that proposes to introduce a 20mph speed limit on Littlefield Lane between Cross Coates Road and Cromwell Road.

#### **RESOLVED –**

- 1) That the making of a 20mph Speed Limit Order as listed in the Schedule given in Appendix 1 and shown on drawing HD004-17/010D be approved.**
- 2) That the advertising of the Council's intention to insert road humps and removal of the chicanes 'Road Hump Notice' as required under the relevant legislation be approved.**
- 3) That in the event that there are unresolved objections to the Speed Limit Order, these be referred back to the Portfolio Holder for determination and a decision as to whether or not the Speed Limit Order be confirmed.**
- 4) That in the event that there be unresolved objections to the consultation under recommendation 2 above, these be referred back to the Portfolio Holder for determination and a decision as to whether or not these be implemented.**

**REASONS FOR DECISION –** This scheme was being proposed in order to improve road safety in the area, reduce accidents and improve traffic flow.

**OTHER OPTIONS CONSIDERED –** Do nothing. The existing traffic calming measures and 30mph speed limit could remain. This would not address the identified road safety concerns on Littlefield Lane and was not recommended as it would not achieve the improvements to road safety needed.

DNPH.ETE.38 **TRAFFIC REGULATION ORDER – RESIDENTS PARKING SCHEME – BURSAR STREET, FREDERICK STREET (CLEETHORPES)**

The Portfolio Holder considered a report that proposes no further action be taken with regard to the current request for a Residents Parking Scheme on Bursar Street and Frederick Street due to a lack of support; but that the area is considered for inclusion in a wider Controlled Parking Zone in future.

**RESOLVED – That no further action be taken with regard to this current request to investigate the provision of a Residents Parking Scheme on Bursar Street and Frederick Street.**

REASONS FOR DECISION – Insufficient support has been received from residents for the introduction of a Residents Parking Scheme on Bursar Street and Frederick Street.

OTHER OPTIONS CONSIDERED – Surveys and investigation into the introduction of a wider Controlled Parking Zone be currently being undertaken.

DNPH.ETE.39 **SUSTAINABLE TRAVEL ACCESS FUND PROGRAMME 2019/20**

The Portfolio Holder considered a report that identified the programme of schemes to be delivered during 2019/20 as part of the Department for Transport funded “Sustainable Travel Access Fund” project.

**RESOLVED – That the 2019/20 Sustainable Travel Access Fund programme be endorsed and responsibility for implementation be delegated to the Director of Economy and Growth.**

REASONS FOR DECISION – In order that the 2019/20 programme can progress and to ensure transparency in the delivery of the Council’s Sustainable Travel Access Fund programme.

OTHER OPTIONS CONSIDERED –

Do nothing – This would reduce the transparency and accountability for the project and may put at risk future funding bids if the Council was not able to demonstrate robust programme management processes to the Department for Transport and other external funding bodies.

Not revise the programme for 2019/2020 – This would reduce the overall impact of the programme and would fail to demonstrate robust programme management processes.

DNPH.ETE.40 **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 report be noted.**

DNPH.ETE.41 **URGENT BUSINESS – RESURFACING OF FIELDHOUSE ROAD, HUMBERSTON**

The Portfolio considered the petition received at Full Council on 13<sup>th</sup> December 2018 which requested the resurfacing of the unclassified road at Fieldhouse Road, Humberston the scheme's prioritisation in the Local Transport Plan (LTP) forward programme for unclassified road maintenance.

The Portfolio Holder explained that at recent Full Council meeting on 21<sup>st</sup> February 2019 an amendment to the budget was received to incorporate the resurfacing of Fieldhouse Road, Humberston in the 2018/2019 highways maintenance programme. However, after further debate, Full Council rejected this amendment.

As a result of this, the Portfolio Holder was happy to support the decision of Full Council and for the current prioritisation of the resurfacing works for Fieldhouse Road, Humberston to remain unchanged.

**RESOLVED - That Fieldhouse Road continues to be monitored and inspected on a regular basis and its priority in the Local Transport Plan forward programme for unclassified roads be regularly reviewed. The prioritisation of a resurfacing scheme for Fieldhouse Road will be based on the results of ongoing monitoring of its structural condition and the available capital funding for works of this nature.**

REASONS FOR DECISION –

To ensure the LTP capital programme can be delivered within the necessary timescales and budget. To ensure effective and transparent delivery of the council's Local Transport Plan.

OTHER OPTIONS CONSIDERED -

Do Nothing

No progression of resurfacing scheme at this time - There are £4.02 million of identified schemes on the unclassified road network which all have a higher maintenance priority score than Fieldhouse Road. The road is not considered to be in such a condition that would warrant the diversion of funding from other, higher priority schemes. Should the condition of the road deteriorate further, this would be reflected in the scheme being brought forward in the programme based upon a review of its MPS, relative to other schemes.

#### Delivery of Partial Scheme

The scheme could potentially be split to allow for the section from Sheraton Road junction to Midfield Road junction (budget estimate £118,000) to be completed first. However, this would not be as cost effective as undertaking the full works as a single scheme, and it would not raise the MPS score sufficiently to effect the overall priority of the scheme. The delivery of a partial scheme within the 2018/19 LTP budget is not realistic with the timescales involved for detailed investigation and design, tendering, and completion of the scheme before the end of March 2019. It would also result in an overspend on the LTP budget, as the LTP budget has already been approved and committed for this financial year.

#### Delivery of Full Scheme

The scheme has a current budget estimate of £272,000, which exceeds the annual LTP budget generally available for unclassified road maintenance. Delivery of the full scheme within the 2018/19 LTP budget is not realistic with the timescales involved for detailed investigation and design, tendering, and completion of the scheme before the end of March 2019. It would also result in an overspend on the LTP budget, as the LTP budget has already been approved and committed for this financial year.