

**PORTFOLIO HOLDER
ENVIRONMENT AND TRANSPORT
DECISION NOTICE**

Publication Date: 6th August 2019

At the meeting of the Portfolio Holder – Environment and Transport, held on the 5th August 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.4 DECLARATIONS OF INTEREST

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

DNPH.ETE.5 PEDAL AND STRIDE TO ECONOMIC GROWTH SUSTAINABLE TRAVEL ACCESS FUND PROGRAMME 2018/19 OUTPUTS

The Portfolio Holder considered a report that summarised progress towards delivering the Council's Pedal & Stride to Economic Growth project during 2018/19.

RESOLVED – That report was approved for circulation to all Members for information.

REASONS FOR DECISION – To ensure transparency in the delivery of the Council's Pedal & Stride to Economic Growth project.

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.

DNPH.ETE.6 **TRAFFIC REGULATION ORDERS – ABBEY AREA – RESIDENTS PARKING SCHEME**

The Portfolio Holder considered a report that proposed to introduce a Traffic Regulation Order for a Residents Parking Scheme (RPS) within the identified area shown on drawing TR-18-22-V2 in Appendix A.

RESOLVED – That the report be deferred to the next Portfolio Holder for Environment and Transport meeting on the 30th September 2019.

REASONS FOR DECISION – For further enquiry.

OTHER OPTIONS CONSIDERED – Not Applicable

DNPH.ETE.7 **NEL LOCAL TRANSPORT SCHEME UPDATE – END OF QUARTER FOUR**

The Portfolio Holder considered a report that provided an update of progress made in delivering the Council's LTP capital programme 2018/19 to the end of Quarter 4.

RESOLVED – That the Portfolio Holder noted the Local Transport Plan Quarterly Update (End of Q4 2018/19 – June 2019) report and approved its circulation to all Members.

REASONS FOR DECISION –. To ensure transparency in the delivery of the council's Local Transport Plan (LTP) and provide an opportunity for formal challenge of the programme.

OTHER OPTIONS CONSIDERED – Do nothing, and do not amend the LTP 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.8 REVIEW OF FEES AND CHARGES IN BEREAVEMENT SERVICES

The Portfolio Holder considered a report to review the fees and charges in Bereavement Services.

RESOLVED –

- (1) That the current over run fee for services exceeding booked time was removed.**
- (2) That the principles of a good practice guide for business users of Grimsby Crematorium was agreed, together with an assurance system to monitor compliance.**
- (3) That the revised Fees and Charges for services bookings, as set out in Appendices 2 of the report was approved for implementation from 1st September for any Funeral Director not signed up to or achieved compliance with the approved good practice guide.**
- (4) That a review of the effectiveness of the new arrangements after 12 months takes place to ensure the changes implemented had achieved the objectives set.**

REASONS FOR DECISION –

The existing policy of charging funeral directors an additional fee if services exceeds the time booked was designed to limit disruptions to services at Grimsby crematorium and ensuring all families were guaranteed dignity and privacy during services. Recent reports of overrun fees being passed on to grieving families without prior warning indicated the policy objectives of placing families' interests at heart was no longer being achieved in a small number of cases. A review of the policy had been conducted with the aim of identifying a different method of maintaining timely operation of services at the crematorium, taking into consideration the views of businesses using the site, whilst making sure families interests are prioritised and removing the risk of any unexpected retrospective charges.

OTHER OPTIONS CONSIDERED –

1. Retain current fees and charges. The current system is effective in reducing delays at the Crematorium. However, fees charged to funeral directors have on some occasions been passed on to grieving families at a very sensitive time, which does not place families' interests at heart.
2. Return to a system where 5 minutes margin is applied before charging for any over run. This system was in operation in North East Lincolnshire 2014-2018. Whilst it achieved some reductions in overruns, compared to when no charges was in place the time margin resulted in 35 minutes services becoming the norm for some

providers. This caused delays to services throughout the day which can be distressing for families.

PH.EHE.9

TRAFFIC REGULATION ORDER – VARIOUS LOCATIONS – SCHOOL PARKING RESTRICTIONS

The Portfolio Holder considered a report that proposed to introduce a Traffic Regulation Order to amend existing waiting restrictions outside those schools listed in Appendix A. It was also proposed to introduce additional restrictions at some locations to prohibit the stopping and waiting of vehicles in order to reduce the potential for vehicle and pedestrian conflict.

RESOLVED –

1) That subject to a formal consultation and no material objections being received, approval was granted for the making of a traffic regulation order that would incorporate all of the changes to parking restrictions detailed in appendix A and shown indicatively on the drawings to appendix B.

2) That in the event that there were unresolved material objections to the order, these were 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 and reduce the potential for vehicle and pedestrian conflict around local schools, creating a safer environment for all road users.

OTHER OPTIONS CONSIDERED –

1. Do Nothing – There are existing restrictions which need to be amended in order to be effective and become legally enforceable, therefore not taking any action is not likely to be an option. The proposed measures are designed to preserve the safety of vulnerable road users and it is therefore essential that they are implemented.

The decision to not take any action would also not be met favourably by schools and academies who have submitted requests to amend the times of current restrictions.

2. Implement alternative 'No Loading' restrictions to prevent parking adjacent to the school accesses and junction corners - This would require additional signage and would be an ongoing maintenance commitment for the council.

The proposed measures for each location are considered to be the most appropriate for each site and in some cases incorporate a number of different elements to address specific issue(s). The

School Keep Clear markings are the industry standard to address the stopping of vehicles on the sections of carriageway which directly affront the school entrances.

PH.EHE.10 **HIGHWAYS AND TRANSPORT SCHEME UPDATE END OF QUARTER FOUR**

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 had been delivered during the period January – March 2019

RESOLVED – That the Portfolio Holder noted the highways & transport scheme update (presented in section 1.3) and approved its circulation to all members for information.

REASONS FOR DECISION – To ensure transparency in the delivery of the Council’s capital programme and provide an opportunity for formal consideration 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 may miss out on opportunities to secure external funding. This would in turn put additional pressure on existing budgets to deliver the appropriate highway infrastructure to support economic growth and our local communities.

DNPH.ETE.11 **TRACKING REPORT**

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

RESOLVED – That the report be noted.