

**PORTFOLIO HOLDER
ENERGY AND ENVIRONMENT
DECISION NOTICE**

At the meeting of the Portfolio Holder – Energy and Environment, held on the 19th March, 2018 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.EE.44 DECLARATIONS OF INTEREST

There were no declarations of interest made in regards to any items on the agenda.

DNPH.EE.45 TRAFFIC REGULATION ORDER – FAULDING WAY, GRIMSBY

The Portfolio Holder received the withdrawal of a Traffic Regulation Order to introduce ‘waiting restrictions’ on Faulding Way, Grimsby.

RESOLVED – That due to the number of objections received, the scheme be withdrawn due to insufficient support from the residents.

REASONS FOR DECISION –There was insufficient support from the residents of Faulding Way, Grimsby to warrant the introduction of a “No Waiting 8am to 9am and 3pm to 4pm, Monday to Friday” Traffic Regulation Order (TRO) on part of Faulding Way, Grimsby

OTHER OPTIONS CONSIDERED – The Portfolio Holder could approve the implementation of the waiting restrictions however, this would be against the wishes of the majority of residents. The need for the Traffic Regulation Order had been addressed through the introduction of ‘School Keep Clear’ road markings in the vicinity of Wybers Wood Primary School. These were enforceable during school drop-off periods.

NPH.EE.46

Traffic Regulation Order – Kings Road & Queens Road, Immingham

The Portfolio Holder received a Traffic Regulation Order to introduce ‘Prohibition of Waiting’ restrictions along sections of Kings Road and Queens Road, Immingham

RESOLVED – That subject to statutory consultation, the making of a Traffic Regulation Order to introduce Prohibition of Waiting restrictions along sections of Kings Road and Queens Road, Immingham, as detailed below be approved:

- 1. To introduce 24hr Prohibition of Waiting restrictions for goods vehicles in excess of 5 Tonnes (T) along a section of the western kerblines of Kings Road (north of Trenchard Close), as illustrated on plan TR-17-18-03-Kings (Appendix 1).**
- 2. To introduce Prohibition of Waiting restrictions for goods vehicles in excess of 5T between the hours of 8pm and 7am along a section of the western kerblines of Kings Road (south of Trenchard Close), as illustrated on plan TR-17-18-03-Kings (Appendix 1)**
- 3. To introduce 24hr Prohibition of Waiting restrictions along a section of both kerb lines of Kings Road, as illustrated on plan TR-17-18-03-Kings (Appendix 1).**
- 4. To introduce overnight Prohibition of Waiting restrictions for goods vehicles in excess of 5T Monday-Friday between the hours of 8pm to 7am and at all times Saturday-Sunday, along sections of both kerblines of Queens Road. As illustrated on attached plan TR-17-18-02-Queens (Appendix 2).**
- 5. In the event of any unresolved objections during statutory consultation on the TRO, those matters will be referred back to the Portfolio Holder for decision.**

REASONS FOR DECISION –

- i) To prevent the waiting of Goods Vehicles exceeding 5T (Maximum Gross Weight) in the specified locations. This class of vehicle was considered unsuitable to wait in the proposed areas.

- ii) To improve the air quality and reduce noise levels particularly during unsociable hours for residents in Kings Road and Queens Road.
- iii) To reduce the potential for the leaving of litter and human waste believed to be caused by the parking of Goods Vehicles on Kings Road and Queens Road.
- iv) To preserve the condition of the surrounding footway and grass verges.
- v) To confirm the alterations to the initial proposal on the back of comments received from local stakeholders.

OTHER OPTIONS CONSIDERED – The Portfolio Holder could choose not to approve the proposed changes to the scheme. However, this would be contrary to the request of some residents and businesses in the local area. Should this occur, it is possible that any attempt to progress the initial proposal, could be met with a number of formal objections towards the restrictions during the statutory consultation stage.

Parking can also be regulated through the use of “Goods Vehicle No Loading” restrictions. These would require additional road markings. Whilst recognised as effective and easily enforced, given the commercial nature of the areas concerned, such restrictions were more restrictive and may prevent any necessary loading activities. This was because of a need for the nearby business to load or offload deliveries in order to function effectively.

DNPH.EE.47 PLAY STREET

The Portfolio Holder received a report to consult the community and stakeholders on the potential for a time limited pilot programme for play streets within the borough of North East Lincolnshire.

RESOLVED –

- (1) That Officers undertake a consultation exercise which will establish the level of interest in Play Streets within North East Lincolnshire. The consultation will also seek to identify and resolve any operational and delivery issues.**
- (2) That the community, stakeholders and relevant Scrutiny Panels be engaged in the consultation exercise which will commence immediately and be completed by July 2018.**
- (3) That the Portfolio Holder for Energy and Environment considers the outcome of the consultation prior to consideration by Cabinet.**

REASONS FOR DECISION – To enable Officers to undertake a borough wide consultation exercise on the introduction of Play Streets. This is required to inform any decision on the potential introduction of a pilot programme.

OTHER OPTIONS CONSIDERED – The Cabinet may choose not to introduce the Play Streets Pilot Programme and not to adopt a policy statement. Failure to explore Play Street however would mean that a significant opportunity may be lost to contribute significantly to the strategic aims of the Council particularly in respect of improving the health and wellbeing of children and providing opportunities to extend skills and learning through supervised play activities.