

**PORTFOLIO HOLDER
ENERGY AND ENVIRONMENT
DECISION NOTICE**

At the meeting of the Portfolio Holder – Energy and Environment, held on the 8th January, 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.28 DECLARATIONS OF INTEREST

There were no declarations of interests in respect of items on the agenda.

DNPH.EE.29 PETITION – PARKING RESTRICTIONS, ANDERSON STREET, GRIMSBY

The Portfolio Holder received a petition requesting parking restrictions on Anderson Street, 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.EE.30 PETITION – PARKING RESTRICTIONS, EARL STREET, GRIMSBY

The Portfolio Holder received a petition requesting parking restrictions on Earl Street, 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.EE.31 LACEBY ROAD BUS SHELTER CONSULTATION

The Portfolio Holder considered the implementation of a proposed bus shelter outside 110 Laceby Road, Grimsby

RESOLVED –

- (1) That the recommendations be approved, subject to them being agreed by Ward Councillors also.**
- (2) That if the recommendations were not agreed by Ward Councillors, the report was to come back to the next Portfolio Holder Energy & Environment meeting.**

REASON FOR DECISION – Following a request for a bus shelter at the bus stop outside 110 Laceby Road Grimsby, a public consultation with local residents was conducted by the Local Authority with those residents who reside within a 50 metre radius of the proposed bus shelter.

OTHER OPTIONS CONSIDERED – Do not provide the bus shelter - This would disadvantage users of public transport in bad weather conditions and would potentially discourage use of local bus services.

DNPH.EE.32 TRACKING

The Portfolio Holder considered a report tracking the recommendations of previous meetings.

RESOLVED –

- (1) That in relation to DNP.H.ET.16 (Petition for pedestrian crossing, Station Road, Stallingborough), that the potential scheme will be implemented during the 2019/2020 financial year. The location has been agreed, but will come back to the Portfolio Holder to agree as part of the Local Transport Plan Report.
- (2) That in relation to DPH.EE.6 (Petition for the maintenance schedule for public grassed areas in Cleethorpes) it be noted that the petition has been reserved until the grass growing season commences so that the newly established rota can be evaluated accordingly.
- (3) That in relation to DNP.H.EE.23 (Petition for parking conditions on Bolingbroke Road, Cleethorpes) it be noted that this petition has been received by the traffic team, however investigation into the request has not yet started. Options will be determined once the request has been investigated.

DNP.H.EE.33 URGENT BUSINESS – TRAFFIC REGULATION ORDER UPDATE

The Portfolio Holder considered a report that detailed adjustments that were to be made to already approved Traffic Regulation Orders. The item was considered urgent in order to allow ENGIE to progress with the statutory consultation period.

RESOLVED – That the amendments to each scheme listed below be approved by the Portfolio Holder, allowing ENGIE to progress with the statutory consultation period towards the making of all necessary Traffic Regulation Orders. In the event of any unresolved objections to a scheme, the individual matter be referred back to the Portfolio Holder for Energy & Environment.

- i. *Traffic Regulation Order – Prohibition of Waiting: Worsley Road, Immingham.* To introduce a 'No Waiting at Any Time' with additional 'No Loading at Any Time' restriction along a section of the south western kerbline of Worsley Road, Immingham in proximity to its junction with Pelham Road, as illustrated on attached plan TR-17-47-02. To ensure that this area is kept clear of parked vehicles at all times in order to address issues with visibility on approach to the junction.
- ii. *Glebe Road, Cleethorpes – Resident Parking Scheme.* Aside from the introduction of a 'Residents Parking Scheme' Traffic Regulation Order, it is also proposed to implement an extension to the existing 'No Waiting at Any Time' and introduce additional 'No Loading at Any Time' restrictions. Although this will form part of the same scheme an additional Traffic Regulation Order will be required for the accompanying restrictions at the junction of Glebe Road with Bowling Lane, as illustrated on attached plan TR-17-12A. These additions to the previous proposal will help to alleviate the identified road safety concerns surrounding access

issues for larger vehicles by preserving sufficient road space to allow vehicles to manoeuvre.

- iii. *Birchin Way, Grimsby.* To introduce a Traffic Regulation Order for 'No Waiting at Any Time' restrictions along the extent of the southern kerblines and sections of the northern kerblines of Birchin Way, Grimsby. In a bid to maintain some level of on-street parking provision for visitors to local businesses 3no. '1 hour no return within 1 hour limited waiting parking bays' which operate 'Monday-Saturday between the hours of 8am-6pm' are also proposed for the northern kerblines at locations which are considered safe to park. The detail of the revised proposal can be found on attached plan TR-17-13.
- iv. *Cartergate, Grimsby.* Given the increased footfall in the area, the current junction protection restrictions 'No Waiting Mon-Sat 8am-6pm' are no longer considered suitable due to the change in road layout and general streetscape brought about by the regeneration of this area. In light of this it is now proposed to introduce a Traffic Regulation Order for a 'Loading Only Bay' on a section of the eastern kerblines of Cartergate and convert the aforementioned existing prohibition of waiting restrictions at the Cartergate and Chantry Lane junction to 'No Waiting at Any Time', as illustrated on the attached plan TR-17-14. These more robust restrictions will assist in preventing dangerous parking of vehicles close to the junction corners and improve sightlines for all road users during the hours of darkness.
- v. *Traffic Regulation Order – Prohibition of Waiting in Claymore Close, Cleethorpes.* To introduce a Traffic Regulation Order for 'No Waiting at Any Time' restrictions at the junction mouth of the main access road and along the extent of the southern kerblines of Claymore Close access road, as illustrated on attached plan TR-17-15. Due to the terraced nature of the properties situated in the surrounding area, concerns were raised surrounding the loss of on-street parking. In a bid to maintain some parking provision for residents in neighbouring streets the proposal has been revised which looks to strike a balance between addressing the road safety concerns surrounding access for emergency service vehicles and parking availability in the area.
- vi. *Traffic Regulation Order – Prohibition of Waiting in Caistor Road, Laceby.* To introduce a Traffic Regulation Order for 'No Waiting Mon-Fri 8am-6pm' restrictions just within the confines of the turning head and introduce 'No Waiting at Any Time' restrictions on the southern kerblines for a small section to the east of the turning head and along both kerblines to the east of the turning head which provides access to the commercial properties. The intention of doing this is to maintain 24hr clear access at the western extent of Caistor Road where vehicles are likely to turn around. For reference, plan TR-17-16 is attached to illustrate the revised proposal.
- vii. *Abbey Road, Grimsby: Traffic Regulation Order – Provision of a limited waiting restriction within an existing marked parking area.* To introduce a '1-hour Limited Waiting (8am-6pm) between Monday and Saturday No return within 1-hour' Traffic Regulation

Order along a section of the northern kerbline of Abbey Road, Grimsby, as illustrated on attached plan TR-17-19. The length of the revised parking area is now 15m to retain more of the unrestricted parking for use by all road users, which may be of benefit to the local residents living in the nearby terraced housing.

- viii. *North Street / Humber Street junction, Cleethorpes: Traffic Regulation Order – Prohibition of Waiting.* To introduce a Traffic Regulation Order for 'No Waiting at Any Time' restrictions along the extent of the north-eastern kerbline of North Street and to extend current junction protection measures 'No Waiting at Any Time' on the south western kerbline of North Street at its junction with Humber Street, Cleethorpes north-westwards for a distance of 6m, as illustrated on attached plan TR01-17-21-03. In addition, following the revised Prohibition of Waiting restrictions and a review of the current traffic flows and feedback received, it is proposed to introduce a 'Restriction on Manoeuvre' for the one-way movement of traffic Northbound along North Street from its junction with Humber Street for a distance of 59m, as illustrated on attached plan TR-17-21A.
- ix. *Coronation Road / Oxford Street / White's Road, Cleethorpes: Traffic Regulation Order – Prohibition of Waiting.* The original proposal to introduce 'No Waiting at Any Time' restrictions remains relatively similar except that it is now also proposed to introduce additional 'No Waiting at Any Time' restrictions which extend the existing markings on the Northern kerbline of Coronation Road at its junction with Oxford Street, as illustrated on attached plan TR-17-22-01. Comments made stemming from informal resident feedback also highlighted concerns over restricted sightlines caused by vehicles parked on White's Road close to the junction with Queens Parade. It is therefore proposed to also introduce a 'No Waiting at Any Time' Traffic Regulation Order for this junction, as illustrated on attached plan TR-17-22-02. The initial proposal for the introduction of a 'One-Way Street' Traffic Regulation Order remains unchanged.
- x. *Campden Crescent / Brereton Avenue junction, Cleethorpes: Traffic Regulation Order – Prohibition of Waiting.* Due to the nature of the road being horseshoe shaped looping round back onto Brereton Avenue at its southern extent, it was concluded from feedback comments that similar issues were being experienced. The southern extent of Campden Crescent is situated closer to a nearby primary school and experiences heavy traffic and dangerous parking at its junction with Brereton Avenue. Due to this, it is proposed to progress with the original proposal for Campden Crescent northern access to Brereton Avenue, as illustrated on attached plan TR-17-28. In addition it is also proposed to introduce a 'No Waiting at Any Time' Traffic Regulation Order along a section of both kerblines of Campden Crescent south access to Brereton Avenue, as illustrated on attached plan TR-17-28B.

REASON FOR DECISION – In response to the report received.

OTHER OPTIONS CONSIDERED – None.