



To be submitted to the Council at its meeting on 22nd March, 2018

PORTFOLIO HOLDER – ENERGY AND ENVIRONMENT

8th January 2018

PRESENT: Councillor Watson (in the Chair)

Officers in attendance:

Beverly O'Brien	Committee and Scrutiny Support Officer
Mark Scarr	Deputy Head of Highways and Transport
Debbie Swatman	Traffic Team Manager

Others in attendance:

Councillors Bramley, Mickleburgh and Stockton
Mrs Kinnaird – Lead Petitioner

PH.EE.30 **DECLARATIONS OF INTEREST**

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

PH.EE.31 **PETITION – PARKING RESTRICTIONS, ANDERSON STREET, GRIMSBY**

The Portfolio Holder received a petition requesting parking restrictions on Anderson Street, Grimsby.

The Portfolio Holder invited Mrs Kinnaird to introduce the petition.

Mrs Kinnaird explained that she was speaking as lead petitioner for the petition on Anderson Street, but also on behalf of her son who was the lead petitioner for the parking restriction petition on Earl Street, Grimsby. She explained that they were still in the same position as they were back

in 2014, but they had now received a better response from neighbours down both streets. Mrs Kinnaird described what a struggle it had been for residents to get access to their streets and how they have watched individuals sit in their cars, do their make-up and then go off to work and not come back until after 6pm. She stated that it was the same situation down Earl Street and residents were now happy to pay the reduced price.

Councillor Mickleburgh spoke as Ward Councillor for the streets in question. He stated that the issues mentioned by Mrs Kinnaird were the same issues that were raised several years ago. Everyone was now favourable of the scheme and residents were keen and supportive of getting it implemented. Councillor Mickleburgh clarified that it was now a lot more appealing that the price had gone down to £45 a permit. He urged the Portfolio Holder to accept both of the petitions on the agenda and allow them to go through formal consultation.

Ms Swatman stated that if the Portfolio Holder was in agreement, the petition could be received and a formal investigation could be implemented.

Mr Scarr explained that there were currently a number of residents parking schemes being requested, so it may take time for this one to be implemented. He also mentioned that they have to look at the bigger picture of having parking restrictions on these streets and what impact they would have on the area, if allowed. Mr Scarr clarified that it would have to be a suitably robust scheme.

RESOLVED – That the petition be received and progress be reported through the tracking report at future meetings of this Portfolio Holder.

PH.EE.32

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.

PH.EE.33

LACEBY ROAD BUS SHELTER CONSULTATION

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

The Portfolio Holder introduced Councillor Bramley who had requested to speak on behalf of residents in acknowledgment of the implementation of the bus shelter.

Councillor Bramley stated that she had no objection to the bus shelter, but could not understand why it was being moved. She stated that it would restrict residents from getting out of their homes safely. Councillor Bramley clarified that there was only one gentleman who used the bus shelter and she was worried that this shelter would be vandalised like another had close by.

Mr Scarr explained that the bus shelter was currently a bus stop, but there was a need to find a preferred location. Extensive consultation had been undertaken. Officers were happy that the bus shelter was safe from a road safety perspective and stated that there had only been a few instances of antisocial behaviour relating to bus shelters across the borough.

The Portfolio Holder was happy to approve the implementation of the bus shelter, but wanted to defer the item so that Officers can meet with Ward Councillors to explain the bus shelters location, as on paper it seemed that the bus shelter may obstruct residents access to their properties. He believed it would be more helpful if issues were clarified to Ward Councillors on site.

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 and Environment meeting.

PH.EE.34

TRACKING REPORT

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

RESOLVED –

- (1) That in relation to DNPH.ET.16 (Petition for pedestrian crossing, Station Road, Stallingborough), the potential scheme will be implemented during the 2019/2020 financial year. The location had been agreed, but would 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

had been reserved until the grass growing season commenced so that the newly established rota could be evaluated accordingly.

- (3) That in relation to DNPH.EE.23 (Petition for parking conditions on Bolingbroke Road, Cleethorpes) it be noted that this petition had been received by the traffic team, however investigation into the request had not yet started. Options to be determined once the request had been investigated.

PH.EE.35

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.

Ms Swatman explained that the report showed traffic regulation orders that had been updated after further consultation with residents, resulting in proposals being changed.

RESOLVED – That the amendments to each scheme listed below be approved, 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 and 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 plan TR-17-47-02, as attached to the report now submitted. 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, to also 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 plan TR-17-12A, as attached to the report now submitted. 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 plan TR-17-13, as attached to the report now submitted.
 - 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 plan TR-17-14, as attached to the report now submitted. 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 plan TR-17-15, as attached to the report now submitted. 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 24 hour clear access at the western extent of Caistor Road where vehicles are likely to turn around. For

reference, plan TR-17-16 was attached to the report now submitted 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 plan TR-17-19, as attached to the report now submitted. 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 plan TR01-17-21-03, as attached to the report now submitted. 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 plan TR-17-21A, as attached to the report now submitted.
- 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 plan TR-17-22-01, as attached to the report now submitted. 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 Queen's Parade. It is therefore proposed to also introduce a 'No Waiting at Any Time' Traffic Regulation Order for this junction, as illustrated on plan TR-17-22-02, as attached to the report now submitted. 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 plan TR-17-28, as attached to the report now submitted. 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 plan TR-17-28B, as attached to the report now submitted.

There being no further business, the Portfolio Holder closed the meeting at 10.50 a.m.