



PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DECISION NOTICE

Publication Date: 14th February 2024

At the meeting of the Portfolio Holder – Environment and Transport held on 12th February 2024 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.

Present: Councillor S Swinburn (in the Chair)

DNPH.ET.37 DECLARATIONS OF INTEREST

There were no declarations of interest in relation to items on the agenda for this meeting.

DNPH.ET.38 MINUTES

The minutes of the Portfolio Holder for Environment and Transport meeting on 18th December 2023 and 22nd January 2024 were agreed as a correct record.

DNPH.ET.39 TRAFFIC REGULATION ORDER 23-02: AREA WIDE NO WAITING AT ANY TIME

The Portfolio Holder received a report that sought approval to introduce new or extended 24-hour Prohibition of Waiting restrictions at a number of identified junctions in the Borough.

RESOLVED –

- 1. That the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extents of which is detailed in Appendix 1 of the report now submitted, be approved.**
- 2. That, in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION - The introduction or extension of existing of 24-hour Prohibition of Waiting restrictions is proposed in order to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers, pedestrians and cyclists exiting or egressing the junctions identified.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the road safety issues identified.

DNPH.ET.40 TRAFFIC REGULATION ORDER 24-02: SCARTHO GATEWAY ACADEMY – SCHOOL SAFETY MEASURES

The Portfolio Holder received a report that sought approval to introduce new 24-hour Prohibition of Waiting restrictions on roads in the immediate vicinity of the new Scartho Gateway Academy site.

RESOLVED –

- 1. That the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in Appendix 1 of the report now submitted, be approved.**
- 2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION - The introduction of 24-hour Prohibition of Waiting restrictions is proposed in order to support the new Scartho Gateway Academy school build, by ensuring the safety of all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers, pedestrians and cyclists at school pick up and drop off times.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given potential the road safety issues identified.

DNPH.ET.41 TRAFFIC REGULATION ORDER 23-15: SCHOOLS SAFETY PROJECT – VARIOUS STREETS

The Portfolio Holder considered a report that sought approval to remake selected Traffic Regulation Orders and introduce new or extended stopping restrictions at certain school sites in the Borough.

RESOLVED –

- 1. That subject to a formal consultation and no material objections being received, the making of a ‘No Stopping 8.00 - 9.00am and 3.00 – 4.00pm Monday to Friday on entrance markings during school term time only’ Traffic Regulation Order as shown indicatively on drawings to Appendix 1 of the report now submitted, be approved.**
- 2. That subject to a formal consultation and no material objections being received, the making of a ‘No Stopping 8.00 - 9.30am and 3.00 – 4.00pm Monday to Friday on entrance markings during school term time only’ Traffic Regulation Order as shown indicatively on drawing TR-23-15-008 to Appendix 2 of the report now submitted, be approved.**
- 3. That subject to a formal consultation and no material objections being received, the making of a ‘No Waiting 8am – 7pm’ Traffic Regulation Order as shown indicatively on the drawing TR-23-15-011-A to Appendix 3 of the report now submitted, be approved.**
- 4. That subject to a formal consultation and no material objections being received, the making of a ‘No Waiting 8.00 - 9.30am and 3.00 – 4.00pm Monday to Friday’ Traffic Regulation Order as shown indicatively on the drawing TR-23-15-010-A to Appendix 4 of the report now submitted, be approved.**
- 5. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

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 – Do nothing – This is not recommended as the road safety and parking concerns around the school sites at peak times will not be addressed.

DNPH.ET.42 BUS SERVICE IMPROVEMENT PLAN & ENHANCED BUS QUALITY PARTNERSHIP PROGRESS REPORT

The Portfolio Holder considered a report that provided an update in relation to the work of the EP and BSIP in North East Lincolnshire.

RESOLVED –

- 1. That the report be noted.**
- 2. That a further BSIP and EP progress report be received by early 2025, in line with the Department for Transport's (DfT) and EP requirements.**
- 3. That the progress report be published on North East Lincolnshire Councils website.**

REASONS FOR DECISION - This report provides an annual progress report which is a requirement of the DfT and the Council's EP Plan.

OTHER OPTIONS CONSIDERED – This report provides an update, as approved in the February 2023 report, in relation to the work of the EP, options are to be considered as part of the EP delivery process.

DNPH.ET.43 TRAFFIC REGULATION ORDER 20-15: CLEETHORPES CONTROLLED PARKING ZONE – ZONE ONE – CONSIDERATION OF OBJECTIONS

The Portfolio Holder considered a report that requested consideration of objections and seeking approval to progress with the advertised scheme as shown on the drawings in Appendix 1.

RESOLVED –

- 1. That the sealing of Traffic Regulation Order (TRO) 20-15A, amended to retain the Loading Only bay on Elm Avenue, and for the introduction of parking restrictions as shown indicatively on drawings TR-20-15-01O & TR-20-15-01O-A, at Appendix 1 in the report now submitted be approved in principle with the decision delegated back to officers for final approval.**
- 2. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION –

1. To improve the availability of on street parking for local residents Monday – Sunday between the hours of 8am-6pm, through the removal of all-day commuter and visitor parking.
2. To distribute parking more evenly on the public highway throughout the zones, whilst also providing short term limited waiting and loading options to support local businesses within the zones.
3. To improve visibility for road users and reduce potential vehicle conflict allowing unobstructed access particularly for emergency service and refuse vehicles.

OTHER OPTIONS CONSIDERED –

1. Do nothing:- There have been direct requests via petitions and formal applications from local residents, supported by Ward Councillors, for the introduction of measures to manage and improve on street parking availability for residents. Should a scheme not be implemented parking in the affected streets will remain unregulated, resulting in continued reported issues with parking availability for local residents.
2. Implement 'Limited Waiting' restriction with no permit provision for residents:- It is recognised that no-one has an express right to park on the highway. However, a significant proportion of residential properties within the proposed scheme area do not have access to off-street parking.

Limited waiting alone would prevent all day parking within the affected streets, however this would have a negative impact on the residents, as they too would need to comply with any imposed time limit.

3. Implement a street specific 'Residents Parking Only' scheme on each street:- Investigations have identified that on some streets that have requested a permit scheme, there is insufficient carriageway capacity to accommodate parking for all properties within those streets. This would further the need to drive round and round the area looking for a parking space.