



PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DECISION NOTICE

Publication Date: 19th June 2024

At the meeting of the Portfolio Holder – Housing, Infrastructure and Transport held on 17th June 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.HIT.1 APOLOGIES FOR ABSENCE

No apologies of absence were received for this meeting.

DNPH.HIT.2 DECLARATIONS OF INTEREST

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

DNPH.HIT.3 MINUTES

RESOLVED – That the minutes of the Portfolio Holder Environment and Transport meeting on the 25th March 2024 be agreed as a correct record.

DNPH.HIT4 RESPONSE TO LACEBY VILLAGE PETITION (GRIMSBY ROAD PARKING)

The Portfolio Holder considered a report that provided a formal response to the petition received by the Portfolio Holder for Environment and Transport from residents requesting action to solve parking issues in Laceby.

RESOLVED –

- 1. That the Portfolio Holder for Housing, Infrastructure and Transport receive monthly updates from officers regarding the parking issues in Laceby.**
- 2. That officers seek legal advice regarding the potential introduction of an experimental Traffic Regulation Order and report back to the Portfolio Holder for Housing, Infrastructure and Transport.**

REASONS FOR DECISION – The decision is needed in order to provide a formal response to the resident's petition (DNPH.ET.41).

OTHER OPTIONS CONSIDERED – In developing these proposals, there have been several other options considered, these are summarised below:

1. Introduce further 24-hour 'No waiting at any time' (double yellow lines) restrictions. – Not recommended as there is currently no speed or collision data to suggest a need for further 'No waiting at any time' restrictions at this point and the introduction of such measures is likely to lead to parking being moved into areas that are less appropriate.
2. Introduce time restricted single yellow line restrictions – Not recommended given that the road safety concerns raised by the residents are not specific to an identified time period and to permit parking at any time of the day increases road safety risk.
3. Introduce parking bays (for example 2-hour parking, no return within 2 hours). Whilst this would prevent all day parking, it would require extensive additional enforcement resource which would mean resources being diverted away from other priority sites across the Borough. In addition allowing parking (even for a restricted period) would not address the road safety concerns raised by residents and the Village Council.
4. Introduce a Residents Parking Zone on Grange Ave, Whitgift Close and Trevor Close. This option was suggested to the residents present at the site meeting and they felt that there would not be enough support for such a scheme particularly given the permit costs and that almost all properties in that area already had off-street parking available. It is therefore unlikely that the scheme would generate enough revenue to finance the additional implementation and enforcement costs generated.

DNPH.HIT5 TRAFFIC REGULATION ORDER 24-07: LITTLE COATES ROAD, GRIMSBY - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval to replace current 'No Waiting 8am – 6pm, Monday to Saturday' with new 24-hour Prohibition of Waiting restrictions.

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 Housing, Infrastructure 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 to improve road safety for all road users, by keeping the area free of parked vehicles at all times, which will in turn ensure clear visibility for drivers and cyclists entering or exiting the busy off street parking areas associated with the neighbouring convenience store. The restrictions will also reduce risk for pedestrians when crossing roads in this area.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the traffic and road safety concerns identified above.

DNPH.HIT6 TRAFFIC REGULATION ORDER 24-05: SOUTH MARSH ROAD, STALLINGBOROUGH - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval to install new 24-hour Prohibition of Waiting restrictions.

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 Housing, Infrastructure 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 to improve road safety for all road users, by keeping the area free of parked vehicles at all times, which will in turn ensure clear visibility for all road users accessing or egressing the South Humber Bank Power Station site on South Marsh Road, Stallingborough.

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

DNPH.HIT7 TRAFFIC REGULATION ORDER 23-30: ESTATE ROADS PROJECT (PHASE ONE) - NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval of approval to introduce new or extended 24-hour Prohibition of Waiting restrictions at a number of key locations within the South Humber Industrial Estate area.

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 the plans at Appendix 1 (refs TRO-23-30-01, TRO-23-30-02 and TRO-23-30-03) 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 Housing, Infrastructure 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 to improve road safety for all road users, by keeping the selected areas free of parked vehicles at all times. These measures will in turn ensure clear visibility on the approaches to junctions, improve traffic movements particularly for larger vehicles, address operational issues reported by businesses, and create a safer environment for vulnerable road users.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the road safety issues identified above. This option would also not address the loading / unloading issues identified by businesses on the estate roads.

DNPH.HIT8 TRAFFIC REGULATION ORDER 24-09: BUS SERVICE IMPROVEMENT PLAN LOCATIONS – NO WAITING AT ANY TIME

The Portfolio Holder considered a report that sought approval to implement a new 24-hour Prohibition of Waiting restrictions at various locations around the borough.

RESOLVED –

- 1. That the making of a Traffic Regulation Order (TRO) be granted to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent, and locations of which are detailed in the attached appendices 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 Housing, Infrastructure 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 to improve road safety for all road users, and ensure the free flow of local bus services, in turn providing consistent and punctual bus services, which will work towards the target of boosting bus patronage back to pre-Covid-19 levels. By keeping the various areas free of parked vehicles it alleviates the current issues of local bus services being held up by the parked vehicles, or buses being diverted due to access being restricted by parked vehicles, resulting in bus stops and passengers on various bus routes being missed.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the risk and opportunities identified above.