



PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT DECISION NOTICE

Publication Date: 20th August 2024

At the meeting of the Portfolio Holder – Housing, Infrastructure and Transport held on 19th August 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.9 APOLOGIES FOR ABSENCE

No apologies of absence were received for this meeting.

DNPH.HIT.10 DECLARATIONS OF INTEREST

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

DNPH.HIT.11 MINUTES

RESOLVED – That the minutes of the Portfolio Holder Environment and Transport meeting on the 17th June 2024 be agreed as a correct record.

DNPH.HIT.12 TRAFFIC REGULATION ORDER 24-03: WALTHAM GATEWAY ACADEMY – SCHOOL SAFETY MEASURES

The Portfolio Holder considered a report that sought approval to introduce new School Keep Clear (No Stopping Monday – Friday, 8am – 9am and 3pm to 4pm) restrictions, No Waiting at Any Time (double yellow line) restrictions and No Waiting Monday – Friday, 8am – 9am and 3pm to 4pm (single yellow line) restrictions on roads in the immediate vicinity of the new Waltham Gateway Academy school site.

RESOLVED –

- 1. That the making of a Traffic Regulation Order (TRO) to introduce No Stopping Monday – Friday, 8am to 9am and 3pm to 4pm (School Keep Clear) restrictions, the extent of which is detailed in Appendix 1 (Ref: TD034-22) of the report now submitted, be approved.**
- 2. That the making of a Traffic Regulation Order (TRO) to introduce No Waiting Monday – Friday, 8am to 9am and 3pm to 4pm (single yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: TD034-22) of the report now submitted, be approved.**
- 3. That the making of a Traffic Regulation Order (TRO) to introduce No Waiting at Any Time (double yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: TD034-22) of the report now submitted, be approved.**
- 4. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure & Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION – The introduction of No Stopping and No Waiting restrictions are proposed in order to support the new Waltham Gateway Academy school build, by ensuring the safety of all road users, and 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 for increased road safety risk and traffic problems associated with occupation of the new school site.

DNPH.HIT.13

AMENDMENT TO THE OFF-STREET PARKING PLACES ORDER 2022, TO ALLOW THE PUBLIC USE OF THE CIVIC OFFICES CAR PARK DURING WEEKDAYS

The Portfolio Holder considered a report that sought an amendment to the North East Lincolnshire Borough Council Off Street Parking Places Order 2022, to amend the Civic Offices Car Park, Cleethorpes from permit holders only, Monday to Friday to a public car park.

RESOLVED –

- 1. That the commencement of ‘The Borough of North East Lincolnshire Council (Off-Street Parking Places) Order 2022 (Amendment No.6 2024)’, be approved for consultation in accordance with statutory requirements. Exercising its powers under Sections 32, 35, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) (“the Act”) and of all other enabling power and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act.**
- 2. That subject to no objections being received, the making of the Parking Places Order, as detailed in attached appendices, be approved.**
- 3. That In the event that there were unresolved objections to the Order, these be referred to the Portfolio Holder for determination and decision as to whether the Parking Places Order be confirmed.**

REASONS FOR DECISION – The amendment of the parking Order will enable the use of the Civic Offices car park as a public car park during weekdays after the necessity for Permit parking only is no longer needed, due to the relocation of staff based at the Civic Offices into New Oxford House in Grimsby Town Centre. This would provide more parking capacity during the weekdays within the resort.

OTHER OPTIONS CONSIDERED – Do nothing – leave the car park closed to the public during weekdays.

DNPH.HIT.14

**TRAFFIC REGULATION ORDER 24-08: STATION ROAD
NEW WALTHAM/WALTHAM – VERGE PARKING,
CLEARWAY AND SPEED LIMIT AMENDMENTS**

The Portfolio Holder considered a report that sought to extend the current verge parking and clearway restrictions on Station Road and also, amend the extent of the 30/40mph speed limits.

RESOLVED –

1. That the making of a Traffic Regulation Order (TRO) to extend the current Waltham verge parking restrictions to include Station Road, the extent of which is detailed in the plan TR24-08-01 at Appendix 1 of the report now submitted, be approved.
2. That the making of a Traffic Regulation Order (TRO) to extend the current Clearway restriction covering Station Road to include the section within the Waltham village boundary, the extent of which is detailed in the plan TR24-08-02 at Appendix 1 of the report now submitted, be approved.
3. That the making of a Speed Limit Order (SLO) to reduce the length of the current 40mph speed limit in favour of extending the 30mph speed limit section in front of Tollbar Academy, the extent of which is detailed in the plan TR24-08-03 at Appendix 1 of the report now submitted, be approved.
4. That in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Housing, Infrastructure & Transport (PHHIT) for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION – The amendments to the verge parking, clearway and 30/40mph speed limit restrictions are proposed in order to support the new car park and drop off area opposite Tollbar Academy. The prevention of all parking within the carriageway and verge in favour of using the new off-street parking and drop off facility, and an extension to the current 30mph speed limit in front of the school, will ensure the safety of all road users, which will in turn ensure clear visibility for drivers, pedestrians and cyclists in the area on the approach to and around the Academy site.

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

DNPH.HIT.15 SPEED LIMIT ORDER - 24-12: BRADLEY ROAD, WALTHAM

The Portfolio Holder considered a report that sought approval that one new Speed Limit Order for all of Bradley Road is made to ensure that appropriate and effective restrictions are in place

RESOLVED –

1. That the making of a Speed Limit Order so that the speed limits imposed on Bradley Road shall be in accordance with

the table and plan at Appendix One (Ref: TR24-12-01) 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 determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION – It is necessary to review the current de-restricted speed limit section on Bradley Road given the characteristics of the road layout, and in doing so the intention is that all previous made Speed Limit Orders will be reviewed and brought together under one Order for the full length of Bradley Road.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended based on the available data and given the road characteristics as outlined above. In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads. Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Bradley Road has for the purposes of this review deemed to be a through traffic road.

The DfT recommends that a reduction in a 60mph speed limit to 50mph for single carriageway roads with a predominant motor traffic flow function should be considered where mean speeds are below 50mph.

DNPH.HIT.16 TRAFFIC REGULATION ORDER 24-10: LOUTH ROAD, GRIMSBY – REVOCATION OF LIMITED WAITING RESTRICTIONS

The Portfolio Holder considered a report that sought that parking controls are removed in order for residents and their visitors to be able to park directly outside their properties, without the risk of receiving a fixed penalty notice. In addition, a review of current parking arrangements has been made on St Giles Avenue working with businesses located there to resolve road safety risks identified.

RESOLVED –

- 1. That the revocation of a permanent Traffic Regulation Order (TRO) that currently imposes a Limited Waiting parking restriction - 'Waiting Limited to 1 Hour, No Return Within 1 Hour, 8am – 6pm Mon-Sat' on a section of Louth Road, Grimsby, the**

extent and location of which is detailed indicatively in the plan ref; TR-24-10-01 REV A at Appendix 1 of the report now submitted, be approved.

- 2. That the revocation of a section of a parking bay covered by a permanent Traffic Regulation Order (TRO) that currently imposes a Limited Waiting parking restriction - 'Waiting Limited to 30 minutes, No Return Within 1 Hour, 8am – 6pm Mon-Sat' on a section of St Giles Avenue, Grimsby, the extent and location of which is detailed indicatively in the plan ref; TR-24-10-01 REV A at Appendix 1 of the report now submitted, be approved.**
- 3. 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 revocation of Limited Waiting restrictions in front of residential properties on a section of Louth Road will improve the quality of life for those residents and their visitors by removing unnecessary and unwanted parking controls.

The revocation of a section of a Limited Waiting parking bay on St Giles Avenue will be progressed on receipt of and in conjunction with, the submission of an application for an extended dropped kerb access from the garage business that the parking bay currently fronts.

OTHER OPTIONS CONSIDERED – Do nothing. However, this would go against the wishes of the residents and against road safety recommendations.