



# **PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT DECISION NOTICE**

Publication Date: 30<sup>th</sup> June 2025

At the meeting of the Portfolio Holder – Housing, Infrastructure and Transport held on 26<sup>th</sup> June 2025 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 24<sup>th</sup> March 2024 be agreed as a correct record.

## **DNPH.HIT.4 RESPONSE TO PETITION – REQUESTING ACTION TO ADDRESS ROAD SAFETY ISSUES IN BARNOLDBY LE BECK**

The Portfolio Holder considered a report that provided a formal response to the petition received by the Portfolio Holder for Housing, Infrastructure and Transport from residents requesting action to address road safety issues in Barnoldby-Le-Beck.

**RESOLVED –**

- 1. That reduction of the speed limit on the eastern approach (Waltham Road) to the village from the current 60mph to a new lower 50mph limit be approved. (Ref: Appendix 1 - HD014-25)**
- 2. That installation of two new Speed Indicator Devices (SIDs) on the eastern approach to the village on Waltham Road be approved.**
- 3. That the proposal to undertake a resigning exercise through the village as identified in Appendix 2 (Ref: ADHR-BB-02 and ADHR-BB-03), and the proposal to refresh the existing carriageway markings to complement the revised signing regime be approved.**

REASONS FOR DECISION – To provide an update to the Portfolio Holder Housing, Infrastructure and Transport and petitioners on recommendations, in response to the resident's petition (DNPH.HIT.22).

OTHER OPTIONS CONSIDERED – In developing the recommendations outlined above the following other options were considered:

- 1. Introduce physical (vertical or horizontal) speed reduction measures.**  
Guidance states that such measures can only be introduced in an area that has street lighting. There is currently no street lighting provision along much of the C418 through Barnoldby-le-Beck and the costs to introduce such measures would be prohibitively expensive compared to other less costly measures.
- 2. Introduce rumble strips.**  
Whilst rumble strips would be effective in encouraging lower traffic speeds, the noise and vibration created by the strips is likely to cause annoyance and a poorer quality of life for residents in the immediate vicinity, noting the 6000+ vehicles a day that are travelling through the village.
- 3. Introduce a new Safety Camera Partnership enforcement site between the Church Lane and Kings Chase junctions.**  
The existing enforcement site is located on Waltham Road, Barnoldby. Moving the enforcement site would require the introduction of a new hard standing at a cost of around £15,000.

Given recommendation above, it is proposed to not progress with moving the enforcement site until the two SID project has been evaluated.

**4. Introduce a fixed speed camera enforcement system.**

Guidance and policy around speed cameras is very strict and involves an analysis of injury collisions along roads that are to be monitored. Although there is generally poor compliance with the posted speed limit, the number of injury collisions in this location does not approach the number required to consider introducing a fixed speed camera system.

**DNPH.HIT.5 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 sought approval to progress with the advertised scheme as shown on the drawings in Appendix 1.

**RESOLVED – That the sealing of Traffic Regulation Order (TRO) 20-15A, amended to retain the Loading Only Bay on Elm Avenue, and the introduction of parking restrictions as shown indicatively on drawings TR-20-15-01O & TR-20-15-01O-A, at Appendix 1 be approved.**

**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** –

Our 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 be further the need to drive round and round the area looking for a space.

## **DNPH.HIT.6 THE BOROUGH OF NORTH EAST LINCOLNSHIRE COUNCIL (OFF-STREET PARKING PLACES) ORDER 2022 (AMENDMENT NO.10 2025) - RESTRICTION OF MOTORHOME PARKING DURING THE WINTER PERIOD**

The Portfolio Holder considered a report that sought approval for an amendment to the North East Lincolnshire Borough Council Off Street Parking Places Order 2022, to amend the dates for the designated motorhome parking site to only be used between 15 March and the 30 October, to comply with a planning condition.

### **RESOLVED –**

1. **That the commencement of 'The Borough of North East Lincolnshire Council (Off-Street Parking Places) Order 2022 (Amendment No.10 2025)', be approved for consultation in accordance with statutory requirements.**
2. **That subject to no objections being received, the making of the Parking Places Order be approved, as detailed in attached appendices.**
3. **That if there were unresolved objections to the Order, these be referred to the Portfolio Holder for Housing, Infrastructure and**

**Transport for determination and decision as to whether the Revocation Order be confirmed.**

REASONS FOR DECISION – There was a condition in the planning for the motorhome parking site to restrict the parking over the winter period – “There shall be no motorhomes/campervans on the site between 1 November in any one year and 14th March in the succeeding year unless agreed in writing with the local planning authority”.

The Order was first sealed as operational from the 31 March 2025 to make the area active for the summer season.

OTHER OPTIONS CONSIDERED – Do nothing. The Council could have chosen to do nothing and not revoke those parts of the 2022 Order applying to the Motorhome parking. However, this would not support the planning condition.

**DNPH.HIT.7      TRAFFIC REGULATION ORDER 25-15: GARTH LANE, GRIMSBY – NO WAITING & NO LOADING AT ANY TIME**

The Portfolio Holder considered a report that proposed to introduce No Waiting at Any Time (double yellow line) and No Loading at Any Time restrictions on a newly constructed turning head required as part of Planning approval for the site.

**RESOLVED –**

- 1. That the making of a Traffic Regulation Order to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: CDY-XX-XX-DR-H-0017) be approved.**
- 2. That the making of a Traffic Regulation Order to introduce 24-hour Prohibition of Loading restrictions, the extent of which is detailed in Appendix 1 (Ref: CDY-XX-XX-DR-H-0017) 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 – Parking and loading restrictions are necessary to protect a turning head that is to be constructed and

formally adopted as part of the highway on Garth Lane, Grimsby, as per planning approval for the Horizon Youth Zone Project.

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