



PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DECISION NOTICE

Publication Date: 19th December 2025

At the meeting of the Portfolio Holder – Housing, Infrastructure and Transport held on 18th December 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.30 APOLOGIES FOR ABSENCE

No apologies of absence were received for this meeting.

DNPH.HIT.31 DECLARATIONS OF INTEREST

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

DNPH.HIT.32 MINUTES

RESOLVED – That the minutes from the meeting of the Portfolio Holder for Housing, Infrastructure and Transport meetings on 22nd October and 14th November 2025 be agreed as an accurate record.

DNPH.HIT.33 RESPONSE TO PETITION – PEGASUS CROSSING ON THE A18 UPDATE

The Portfolio Holder re-considered a petition seeking the introduction of a Pegasus crossing on the A18 south of the Landmark café site.

RESOLVED – That following consideration of the new usage data collected in August 2025, the Portfolio Holder for Housing, Infrastructure and Transport rejected the request to install a formal Pegasus crossing across the A18.

REASONS FOR DECISION – The recommendation is based on a PV² of 4,818,528 which is significantly below the threshold where a controlled crossing is considered to be justified. In addition, the Design Manual for Roads and Bridges guidelines indicates that a standalone Pegasus crossing shall not be provided where the 85th percentile speed is over 50mph, as in this case.

OTHER OPTIONS CONSIDERED – Details of the other options considered are outlined in section 3 of the PHHIT 12/24/06 (dated 16 December 2024).

DNPH.HIT.34

RESPONSE TO PETITION – REDUCE SPEED LIMIT AND ADD PEDESTRIAN CROSSING ON GRIMSBY ROAD, WALTHAM UPDATE

The Portfolio Holder considered a petition seeking a reduction in the speed limit on Grimsby Road and the introduction of a new pedestrian crossing near to the Woodlands Way junction with Grimsby Road.

RESOLVED –

- **That the existing 40mph speed limit on the B1203 Grimsby Road between Scartho and Waltham be retained.**
- **That the request for the introduction of a controlled crossing on the B1203 Grimsby Road near to the junction with Woodland Way be rejected.**

REASONS FOR DECISION – The decision is required in response to a public petition that was received by the Portfolio Holder for Housing, Infrastructure and Transport at their meeting on 24 September 2025 (DNPH.HIT.18).

OTHER OPTIONS CONSIDERED –

1. Increase the extent of the 30mph to match the village gateway signs. This is not recommended as it would leave a remaining 40mph speed limit zone of less than 200m which is significantly

less than the minimum recommended length for a speed limit extent.

2. Introduce an uncontrolled central pedestrian island to assist people crossing the road. As the carriageway has a typical width of 7.4m there is insufficient carriageway width whereby an uncontrolled central pedestrian island could be implemented without extensively widening the carriageway, this is with particular regards to Grimsby Rd being both a bus and HGV route. A budget estimate of £200,000 has been provided, noting that until further investigatory work is done it is unclear whether any utility diversion works which may add to the expected costs would be needed.

DNPH.HIT.35

TRAFFIC REGULATION ORDER 25-19A MARKET STREET CLEETHORPES – VARIOUS RESTRICTIONS

The Portfolio Holder considered a report requesting formal consideration of the objection to the Traffic Regulation Order and the additional Addendum.

RESOLVED – That approval be granted for the sealing of Traffic Regulation Order 25-19A; (Market Street, Cleethorpes) amended to remove any restrictions relating to Osborne Street (Waiting, Loading & Restricted Parking Zone) (No.25-19A) Order 2025. All other restrictions as shown indicatively on the plans at Appendix 1-4. will be introduced without amendment.

REASONS FOR DECISION – The introduction of appropriate on-street restrictions are proposed to support the regeneration and pedestrianisation of the area and enable the Council to exercise its civil enforcement powers effectively. These measures are essential to maintaining a safe and accessible environment for all users of the space—particularly pedestrians and cyclists. This will enhance safety whilst also supporting the Council's broader goals of creating vibrant, people-focused public spaces.

In respect of the statutory purpose of the traffic regulation order, by reference to section 1 of the Road Traffic Regulation Act, the making of the order is expedient for facilitating the passage on the roads for traffic, for preventing the unsuitable use of the road and for preserving and improving the amenities of the area.

Osborne Street will be removed from the Traffic Regulation Order. This decision has been made to allow the project team additional time to undertake further technical design refinements and to further consider the restrictions or other provisions which are expedient under the 1984 Act and the Market Place Scheme, in respect of Osborne Street.

OTHER OPTIONS CONSIDERED –

1. Do nothing. This is not recommended, as this would prevent the Market Place regeneration project from progressing as planned. Without TROs, the Council cannot legally enforce restrictions, manage traffic flow, or ensure pedestrian safety. This option would also risk losing grant funding tied to strict delivery deadlines, potentially jeopardising other linked projects such as Sea Road and Pier Gardens although it is important for the Council to be clear grant funding is not within the statutory considerations in respect of making a traffic regulation order. In addition, failing to act would undermine the Cleethorpes Masterplan and the Council's wider regeneration objectives.
2. Alternative Parking and Loading Strategy. The Council explored whether additional short-stay parking or loading bays could be retained within the Market Place footprint. This was discounted because it would significantly reduce the quality and usability of the pedestrianised space, limiting opportunities for events and public realm improvements. Instead, mitigation measures have been introduced, including converting High Street car park to short stay use, reinstating the Old Vic car park for longer stays, and increasing loading bays from one to four.