

**PORTFOLIO HOLDER**  
**ENVIRONMENT AND TRANSPORT**  
**DECISION NOTICE**

Publication Date: 9<sup>th</sup> June 2020

At the meeting of the Portfolio Holder – Environment and Transport, held on the 8<sup>th</sup> June 2020 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.

**DNPH.ETE.1 DECLARATIONS OF INTEREST**

There were no declarations of interest made with regard to any items on the agenda.

**DNPH.ETE.2 TRAFFIC REGULATION ORDER 19-20: – HUMBER BANK LINK ROAD**

The Portfolio Holder considered a report that proposed the introduction of a 40mph speed limit and clearway restrictions on the Humber Bank link road.

**RESOLVED –**

**That subject to formal consultation and no material objections being received, approval was granted for the making of a Traffic Regulation Order for 30mph and 40mph speed limits along the ‘Humber Bank Link Road’, as shown on Drawing TM19-20-001 in Appendix 1 of the report.**

**That subject to formal consultation and no material objections being received, approval was granted for the making of a Traffic Regulation Order for a 24 hour rural clearway along the ‘Humber Bank Link Road’, as shown on Drawing TM19-20-001 in Appendix 1 of the report.**

**That in the event there were unresolved objections to either Order under recommendations a) and b) above, these would be referred back to the Portfolio Holder for determination and decision as to whether or not the Traffic Regulation Orders be confirmed.**

REASONS FOR DECISION – The length of highway is under construction. The clearway and speed limit Traffic Regulation Orders are required to ensure efficient and safe use of this new route when operational.

OTHER OPTIONS CONSIDERED –

From inception of the project the Speed Limit Traffic Regulation Order had been considered as an integral part of the scheme. No other options had been considered as alternative speed limits would not meet the design requirements.

A ‘No Waiting at Any Time’ restriction (double yellow lines) could have been used to prohibit parking but this did not prohibit stopping or unloading. In addition, this restriction would have required the introduction of road markings.

A ‘No Loading at Any Time’ restriction could have been used to prohibit loading as well as waiting but this did not prohibit the stopping of a vehicle to board and alight passengers. This restriction would have required both road markings and signs on lamp columns and/or individual posts.

### **DNPH.ETE.3 TRACKING REPORT**

The Portfolio Holder received the tracking report, tracking the recommendations of this Portfolio Holder and agreed any items for sign off.

**RESOLVED – That the report was noted and that updates on the following matters be submitted to the meeting of the Portfolio Holder for Environment and Transport in July 2020.**