

PORTFOLIO HOLDER
ENVIRONMENT AND
TRANSPORT
DECISION NOTICE

Publication Date: 4th August 2020

At the meeting of the Portfolio Holder – Environment and Transport, held on the 3rd August 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.4 DECLARATIONS OF INTEREST

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

DNPH.ETE.5 TRAFFIC REGULATION ORDER B1210 (HEALING ROAD) 40mph SPEED LIMIT

The Portfolio Holder considered a report that proposed making the current temporary 40mph speed limit on the B1210 to the northwest of Healing Village permanent to support the construction of a new housing development.

RESOLVED –

1) That subject to formal consultation and no material objections being received, approval be granted to the making of a permanent Traffic Regulation Order which introduces a 40mph Speed Limit on a section of B1210 Healing Road, as detailed in the Schedules to Appendix 1 and shown on drawing TR-19-21 to Appendix 2.

2) That in the event there were unresolved material objections to the introduction of the new speed limit, these would be referred back to the Portfolio Holder for determination and a decision as

to whether or not the Speed Limit Order be confirmed and executed.

REASONS FOR DECISION –

The permanent extension to the 40mph speed limit to cover the newly constructed Cyden homes development access on B1210 Healing Road is being proposed in order to improve road safety for all road users and will reduce vehicle approach speeds, allowing drivers more time to safely access and egress the new junction. The speed limit on this section of the B1210 was previously 60mph (National Speed Limit)

There is also likely to be increased footfall in the area as occupation of the residential dwellings increases, this type of environment is better suited to slower vehicle speeds.

OTHER OPTIONS CONSIDERED –

Take no action in respect of making the current temporary speed limit reduction permanent, allowing the affected short section of the B1210 to revert back to national speed limit. This would result in increased risk to road users and additional cost to convert back to existing on-site arrangements. This approach would involve substantial cost to reinstate previous speed limit signs and road markings. In addition, the location of the new formal access precludes the reinstatement of traffic signs in their original location. We would therefore not support this option.

Another option would be to consider a different speed limit. The proposed 40mph speed limit has been determined as the most appropriate speed limit to implement and takes into account the function of the road and the road environment.

A reduction to a lower limit, such as 30mph, would require drivers to immediately reduce their speed by a considerable amount. This would pose difficulties for drivers and as a result compliance with the speed limit is likely to be affected. Similarly, a 50mph limit would be out of place taking into account property frontage development along the road and the minimum length of road required to implement a speed limit.

DNPH.ETE.6 EXPERIMENTAL TRAFFIC REGULATION ORDER – EDWARD STREET, CLEETHORPES

The portfolio holder considered a report that proposed to introduce an Experimental Traffic Regulation Order (ETRO) for 'No Waiting or Loading on Waste Collection Days 7am to 2.30pm' on and opposite the junction of Edward Street and William Street, Cleethorpes.

RESOLVED –

1)That approval was granted for the making of a ‘No Waiting or Loading on Waste Collection Days 7am to 2.30pm’ Experimental Traffic Regulation Order as listed in schedule 1 of Appendix 1 and shown on drawing TR-20-12/002A in Appendix 2.

2)The resident of 21 William Street was contacted to determine if the disabled parking space marked on the carriageway is still required, and if so that the scheme be catered to allow for the use to continue prior to going ahead with the experiment

3)That in the event that there were unresolved material objections received during the 6 month objection period following the making of the order, these will be referred to the Portfolio Holder for consideration, prior to a decision on whether to make the order permanent.

REASONS FOR DECISION – To enable the waste collection vehicle to gain access to residential streets and remove household waste.

OTHER OPTIONS CONSIDERED –

Do nothing - The area concerned could be left as unrestricted parking, however, this would not resolve the issues being experienced by the waste collection vehicle gaining access to properties on Edward Street.

Introduce waiting restrictions in the immediate vicinity - Double yellow lines or timed limited waiting restrictions would ensure access is available for the waste collection vehicle. However, this would have a significant impact on the availability of on street parking in the area and this option has been discounted in favour of a restriction tailored to the times and days needed.

DNPH.ETE.7 TRACKING REPORT

The portfolio holder considered the tracking report tracking the recommendations of this Portfolio Holder and to agree 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 September 2020.