



To be submitted to the Council at its meeting on 17th December 2020

PORTFOLIO HOLDER – ENVIRONMENT AND TRANSPORT

23rd November 2020 at 10.30 a.m.

Present

Councillor S Swinburn (in the Chair)

Officers in Attendance:

- Zoe Campbell (Scrutiny and Committee Advisor)
- Mark Nearney (Assistant Director of Housing and Interim Assistant Director of Highways, Transport and Planning)
- Keith Thompson (Property Solicitor)
- Debbie Swatman (Traffic Team Manager – Engie)

PH.ETE.16 APOLOGIES FOR ABSENCE

There were no apologies for absence for this meeting.

PH.ETE.17 DECLARATIONS OF INTEREST

There were no declarations of interest from members in respect of any items on this agenda.

PH.ETE.18 TRAFFIC REGULATION ORDER 19-06: MARKLEW AVENUE - RIGHT TURN BAN

The portfolio holder considered a report that proposed to introduce a No Right Turn restriction at the junction of Marklew Avenue with Cromwell Road in Grimsby, as part of the approved road safety scheme funded by the Local Transport Plan.

Ms Swatman explained it was part of a wider safety scheme to alleviate some of the road safety issues at the junction and make the traffic turn left and utilise the roundabout.

The portfolio holder queried if there was enough signage in place. Ms Swatman confirmed there were adequate signs in accordance with the regulations and supplementary road markings in place.

The portfolio holder approved the scheme and felt that it was important to reduce traffic collisions.

RESOLVED –

1. That, subject to a formal consultation and no objections being received, approval be granted to the making of a Traffic Regulation Order at the junction of Marklew Avenue with Cromwell Road in Grimsby, the effect of which was detailed in the Schedule in Appendix 1 of the report now submitted and shown indicatively on the plan (HD010-19-301B) in Appendix 2 of the report now submitted.
2. That in the event there were unresolved material objections to the Order, these would be referred back to the portfolio holder for determination and a decision as to whether or not the Order be confirmed.

PH.ETE.19 TRAFFIC REGULATION ORDER 19-07: MARKLEW AVENUE - WAITING RESTRICTIONS

The portfolio holder considered a report that proposed to introduce waiting restrictions at the junction of Marklew Avenue with Cromwell Road and Marklew Avenue with Fairfax Avenue in Grimsby.

Ms Swatman explained the Council were looking at the current waiting restrictions that were in place on Marklew Avenue to make them more robust, as well as looking at the double yellow lines outside the supermarket (Lidl's) and at the Cromwell Road junction. She confirmed there had been some issues around visibility when exiting the Lidl car park.

The portfolio holder observed in the report about the car transporter that parked on the road, outside John Roe Motors. He queried if officers could raise with the garage if there was alternative parking in the yard to reduce the risk of obstruction on the roadside. Ms Swatman explained that, after discussions with the garage, there was no alternative to parking on the road to unload the cars from the transporter.

The portfolio holder queried if there was any legal reason why the Council could not restrict the parking of the transporter. Mr Thompson confirmed it would have to be assessed. Officers could look at a no loading restriction but they would need to consider the other alternatives the garage had to give access to their site for unloading vehicles. He explained they had a right to access their premises from the road and some premises had weight restrictions of vehicles in their yards and this would need to be discussed further.

RESOLVED –

1. That, subject to formal consultation and no material objections being received, approval be granted to the making of a Traffic Regulation Order in the vicinity of Marklew Avenue, Grimsby, the effect of which was detailed in the Schedules in Appendix 1 of the report now submitted and shown indicatively on the Plan at Appendix 2 of the report now submitted.
2. That, in the event there were unresolved material objections to the Order, these would be referred back to the portfolio holder for determination and a decision as to whether or not the Order be confirmed.

PH.ETE.20

TRACKING REPORT

The portfolio holder received a report tracking his previous decisions and seeking to agree any items for sign off.

On the petition regarding Bolingbroke Road, Cleethorpes, Ms Swatman confirmed that after a discussion with the ward councillors, a recommendation was put to residents. As a result of the feedback the ward councillors suggested that officers go ahead with a traffic regulation order which would be submitted to a future Portfolio Holder for Environment and Transport meeting. The portfolio holder agreed for this recommendation to remain on the tracking until the final report was received.

On the petition to close the access between The Spinney and The Lawns in Grimsby, Mr Nearney confirmed that he had spoken to one of the residents and they were compiling a log to submit evidence of any anti-social behaviour for their case. However, Mr Nearney explained that he had not received this report so he would write formally to the lead petitioner and if there was no response by the end of December 2020, he suggested the item could be removed from the tracker at the next meeting in January 2021.

On the petition regarding the creation of residents parking permits on Kew Road and Elm Gardens in Cleethorpes, Ms Swatman confirmed that officers were going through the consultation responses and were looking to develop a scheme to take forward into 2021.

On the petition regarding the creation of a public footpath between Barnoldby Road and Salisbury Avenue, Waltham. Mr Nearney confirmed that the Planning Committee on 22nd July 2020 approved the proposed diversion and that work was underway to build the public footpath and it would be completed by the end of January 2021. The portfolio holder agreed for this item to be removed from the tracking.

On the petition requesting a crossing to be installed on Bluestone Lane in Immingham, the portfolio holder referred to the work that had already started and that he had previously highlighted that the wigwams were not working. He had also requested some data around the speed of traffic to be gathered since the new crossing was installed. Ms Swatman confirmed the data had been received and officers were looking at the data and the wider implications in the area.

On the petition requesting a motorcycle gate in People's Park, there were no current council plans for anti-motorcycle gates in this location. Ms Campbell read out an update from officers that the park had multiple entrances, and it would be very costly. There was also a high possibility of entry through alternative routes (hedges etc) if main paths were gated. The low-level fence was also periodically broken by vandalism, creating new access points to the park, which may also increase if the main routes were gated. Motor cycle gates did not just prevent motor bikes from going through they also prevented mobility scooters, wheel chairs and push chairs, so by installing them we would be preventing the very people we liked to see in the park; i.e. disabled and young families enjoying the facilities. Feedback from the Anti-Social Behaviour team was that even with the installation of barriers to the entrances, somebody intent on riding a motorbike anti-socially in the park could relatively easily lift it over the current low-level fencing that surrounded the park. In summary, installation would be costly, there was no current budget in place for such works and because of the lack of high fencing around the park, provision of gates would be unlikely to resolve the overall issues as alternative means of access could be sought. The portfolio holder requested that a letter be sent to the lead petitioner advising them of the outcome and the item be removed from the tracker.

On the petition requesting installation of speed bumps on the corner of Beeson Street and Armstrong Street, Grimsby. The portfolio holder referred to the site visit and the introduction of a stop sign was suggested. He queried why there were give way signs instead. Ms Swatman explained that a stop sign did not meet the criteria and there was legislation around where signs could be installed. She confirmed that officers were looking at give ways signs on high visibility yellow backgrounds, so they stood out more to drivers. Since the site visit, the ward councillors had suggested a one-way system coming out of Beeson Street into Armstrong Street. Ms Swatman confirmed that the preferred option was the give way signs and line markings but officers were going to carry out a study of the area in terms of

speed to understand the issues, access to the community centre and as a result there may be a wider scheme that could be considered for the area. The portfolio holder requested that an email be sent to the ward councillors to update them on the outcome of the meeting.

RESOLVED – That the tracking report be updated to reflect the actions agreed.

There being no further business, the portfolio holder closed the meeting at 10.56 a.m.