



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

Publication Date: 19<sup>th</sup> December 2023

At the meeting of the Portfolio Holder – Environment and Transport held on 18<sup>th</sup> December 2023 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.ET.22 DECLARATIONS OF INTEREST**

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

## **DNPH.ET.23 INCREASES TO PARKING TARIFFS IN CLEETHORPES**

The Portfolio Holder considered a report that sought approval to proceed with “a notice of Variation” and exercise its powers under section 35C of the Road Traffic Regulation Act 1984 to increase parking tariffs in Cleethorpes.

### **RESOLVED –**

**That the publication of a Notice of Variation pursuant to Section 35C of the Road Traffic Regulation Act 1984 and Regulation 25 of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 of a proposal to vary parking charges identified in The Borough of North East Lincolnshire Council (Off-Street Parking Places) Order 2022’ (as amended) be approved.**

REASONS FOR DECISION - An up-to-date Parking Strategy is an integral part of the Council's wider strategic framework supporting the ambitions detailed in its adopted Local Plan and Economic Strategy.

The increase in fees is expected to generate approximately £282,000 of additional revenue, depending on demand. This income will be used to meet the cost of making the necessary changes to tariffs, with any remaining surplus income to be utilised in accordance with Section 55 of the Road Traffic Regulation Act 1984.

There is a great demand for parking spaces within the resort during the high season. It is therefore proposed that parking tariffs are increased to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

#### OTHER OPTIONS CONSIDERED –

1. Do nothing. The Council could maintain its current tariffs.
2. The Parking Strategy is currently under review and needs to realign to the current economic regeneration of the borough and this would be a lost opportunity.
3. The Council could make higher and more widespread increases in tariffs, but, with the information available, these are not thought to be appropriate or proportionate.

### **DNPH.ET.24 TRAFFIC REGULATION ORDER 23-34: SCARTH ROAD AREA - NO WAITING AT ANY TIME**

The Portfolio Holder considered a report seeking approval to introduce new or extended 24-hour Prohibition of Waiting restrictions at a number of identified junctions on streets close to the Diana Princess of Wales Hospital.

#### **RESOLVED –**

- 1. That the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which as detailed in Appendix 1 of the report now submitted, be approved.**
- 2. That, in the event there were unresolved material objections to the Order, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.**

REASONS FOR DECISION - The introduction or extension of existing of 24-hour Prohibition of Waiting restrictions is proposed to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers and cyclists exiting or egressing the junctions identified. The restrictions will also reduce risk for pedestrians when crossing roads in this area.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the road safety and waste operation issues identified above.

## **DNPH.ET.25 ARMSTRONG STREET/BEESON STREET – TRAFFIC AND ROAD SAFETY PROJECT**

The Portfolio Holder received a report seeking approval to introduce new 24 hour Prohibition of Waiting restrictions, a 20 mph zonal speed limit supported by speed reduction measures, and a change in priority at the Beeson Street/Armstrong Street junction in Grimsby.

### **RESOLVED –**

- 1. That the making of a Traffic Regulation Order (TRO) to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which as detailed in drawing HD013-22-T1O1 in Appendix 1 of the report now submitted, be approved.**
- 2. That the making of a Speed Limit Order (SLO) for a 20mph zonal speed limit, the extent of which is detailed in drawing HD013-22-T1O2 in Appendix 2 of the report now submitted, be approved.**
- 3. That, in the event there were unresolved material objections to the Orders, these be referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Orders be confirmed and executed.**

REASONS FOR DECISION - The introduction or extension of existing of 24-hour Prohibition of Waiting restrictions is proposed in order to improve road safety for all road users, by keeping the area free of parked vehicles, which will in turn ensure clear visibility for drivers and cyclists exiting or egressing the junctions and properties identified. The restrictions will reduce the risk for pedestrians crossing the road in this area. The addition of a 20mph zonal speed limit along with physical speed reduction measures aims to reduce speed, deter rat-running and enhance the residential feel of the area.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given the road safety and traffic issues identified.