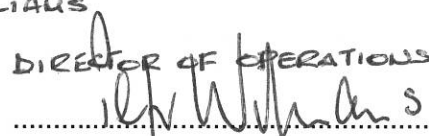


**NORTH LINCOLNSHIRE COUNCIL  
OFFICER DECISION NOTICE AND RECORD  
(PUBLISHED)**

<b>1. DECISION TAKEN</b>			
To uphold objections and not introduce the TRO. Officers to redraft the order not including the section between Althorpe and the county boundary			
<b>EXECUTIVE</b>		<b>NON-EXECUTIVE</b>	<b>(Please tick either)</b>
<b>IS THIS A 'KEY DECISION' ? (see definition overleaf)</b>			<input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>
<b>DOES THIS DECISION RELATE TO EXEMPT INFORMATION?</b>			<input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>
<b>EXEMPT PARAGRAPH REFERENCE (NOT TO BE PUBLISHED)</b>			

<b>2. OFFICER DECISION TAKER</b>	<b>NAME</b> P. WILLIAMS <b>POSITION/POST</b> DIRECTOR OF OPERATIONS <b>SIGNATURE</b> .....  ..... <b>DATE</b> 16.11.18 .....
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<b>3. REASONS FOR THE DECISION (Please ref to any report/minute/background documents attached)</b>	The objection as shown is the cabinet report is considered valid and officers agree we the objector.
--	--

<b>4. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED (BY DECISION TAKER(S))</b>	To approve the proposed Traffic Regulation Order
--	--

*TO BE COMPLETED BELOW - ONLY WHEN A DELEGATED OFFICER DECISION REQUIRES PRIOR CONSULTATION WITH A MEMBER (LEADER OF THE COUNCIL, CABINET MEMBER/CHAIRMAN OF A COMMITTEE) IN ACCORDANCE WITH THE 'SCHEME OF DELEGATIONS TO OFFICERS' OR DECISION/MINUTE OF COUNCIL/COMMITTEE OR DECISION/MINUTE OF CABINET/CABINET MEMBER.*

<b>5. DECISION REQUIRED TO BE TAKEN IN CONSULTATION WITH RELEVANT MEMBER</b>	<b>COUNCILLOR</b> ..... <b>POSITION</b> ..... <b>SIGNATURE</b> ..... <b>DATE</b> .....
--	---

<b>6. ANY CONFLICT OF INTEREST DECLARED</b>	
---	--

<p>BY ANY EXECUTIVE (CABINET) MEMBER (S) CONSULTED, WHICH RELATES TO THE DECISION, OR (NON-EXECUTIVE) – ANY MEMBER OF THE COMMITTEE THAT DELEGATED THE DECISION TAKEN</p>	
<p>7. WITH REFERENCE TO 6. ABOVE - HAS ANY DISPENSATION BEEN GRANTED TO THE EXECUTIVE (CABINET) MEMBER? (ONLY APPLIES TO EXECUTIVE)</p>	

**PLEASE REMEMBER TO ATTACH ANY ACCOMPANYING REPORT.**

**WHEN COMPLETE, PLEASE SEND TO HEAD OF DEMOCRATIC SERVICES, CIVIC CENTRE, SCUNTHORPE FOR PUBLISHING.**

**(The definitions of a key decision are when an executive decision is likely -**

- (i) to result in the Council incurring expenditure or the making of savings (including the receipt or loss of income) over £350,000 in any one financial year; or
- (ii) to be significant in terms of its effect on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority).

**NORTH LINCOLNSHIRE COUNCIL**

**DIRECTOR OF OPERATIONS**

**REVOCATION AND AMENDMENT OF TRUNK ROAD CLEARWAY ORDER**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To consider objections received to the above Traffic Regulation Order (TRO).
- 1.2 The key points in this report are as follows:
- Revocation of sections of the A18 Clearway were proposed.
  - An objection has been received on safety grounds to part of the order

**2. BACKGROUND INFORMATION**

- 2.1 Officers proposed to remove various lengths of clearway within North Lincolnshire to remove sign clutter at several junctions.
- 2.2 Officers from Humberside Police and our Road Safety Team Site carried out site visits. At this time no concerns were raised.
- 2.3 The proposed restrictions are shown in appendix 1.

**3. OPTIONS FOR CONSIDERATION**

- 3.1 Option 1 – To uphold objections and not introduce the TRO. Officers to redraft the order not including the section between Althorpe and the county boundary.
- 3.2 Option 2 – To approve the Order.

**4. ANALYSIS OF OPTIONS**

- 4.1 Option 1 – This will allow officers to carry out further works and redraft the order.
- 4.2 Option 2 – The clearway will be revoked.

**5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 The cost of readvertising the TRO is around £1,000
- 5.2 The design costs and staffing costs would come from within the council
- 5.3 There are no property or IT issues related with this report.

**6. OUTCOMES OF INTEGRATED IMPACT ASSESSMENT (IF APPLICABLE)**

- 6.1 Officers have done an integrated impact assessment. No major issues were found.

**7. OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED**

- 7.1 Consultation has taken place with stakeholders, ward members and local town and parish councils.
- 7.2 The ward councillor for Axholme North objected on the grounds that parking on the A18 would be dangerous. See appendix 2.
- 7.3 The objection was forwarded to Humberside Police for comment. Humberside Police now agree with the objector and no longer support the proposed order.

**8. RECOMMENDATIONS**

- 8.1 That the Director of Operations considers the points within the report and instructs officers to redraft the order to take into account the objectors concerns.

Head of Service – Transport, Highways and Environment, Operations

Civic Centre  
Ashby Road  
SCUNTHORPE  
North Lincolnshire  
DN16 1AB  
Author: Gareth Denovan  
Date: 25/09/2017

**Background Papers used in the preparation of this report .....**

- Notice and Plans– Appendix 1
- Letter of objection – Appendix 2
- Other Correspondence held within the Traffic Team’s scheme file

Where appropriate the report has been seen and commented on by (☐ or n/a)

Cabinet Member	Human Resources	Legal & Democratic	Finance	Property	IT	CMT

Approved by Director(s) of Service (☐)



**THE NORTH LINCOLNSHIRE COUNCIL**  
**(THE VARIOUS TRUNK ROADS (PROHIBITION OF WAITING)**  
**(CLEARWAYS) ORDER 1963**  
**(REVOCATION AND AMENDMENT) ORDER 2017**

Notice is hereby given that North Lincolnshire Council proposes to make an Order under Sections 39(6), 50(6) and 59(6) of Paragraph 27, Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 the effect of which will be to revoke and amend the prohibition of waiting on main carriageways Order specified in the Schedule to the extent therein described. A copy of the draft Order, together with a statement of reasons and a plan showing the lengths of road affected can be seen at the Local Link Offices of Brigg and Scunthorpe and the Council Offices at Billet Lane, Normanby Enterprise Park, Scunthorpe DN15 9YH during normal office hours. Objections to the proposal specifying the grounds on which they are made should be sent in writing to the Director of Places at the Billet Lane address not later than 22<sup>nd</sup> June 2017.

**SCHEDULE**  
**Revocation and Amendment**

The Various Trunk Roads (Prohibition and Restriction of Waiting) (Clearways) Order 1963 (Statutory Instrument No 1172) in so far as it relates to the Sheffield-Grimsby Trunk Road (A18) and those main carriageways in those lengths of trunk roads that lie within the County of Lincoln, Parts of Lindsey or Borough of Scunthorpe:

Section 123 – revoke the entire Section which currently reads between the West Riding of Yorkshire County Boundary 700 yards west of its junction with Jacques Bank Road and a point 230 yards south of its junction with Station Road (B1392) Keadby, a distance of approximately 6.25 miles

Section 125 – amend this Section to read between a point 10 yards east of its junction with Brigg Road (A1029) Scunthorpe and a point 10 yards west of Briggate Lodge Roundabout, a distance of approximately 2.75 miles

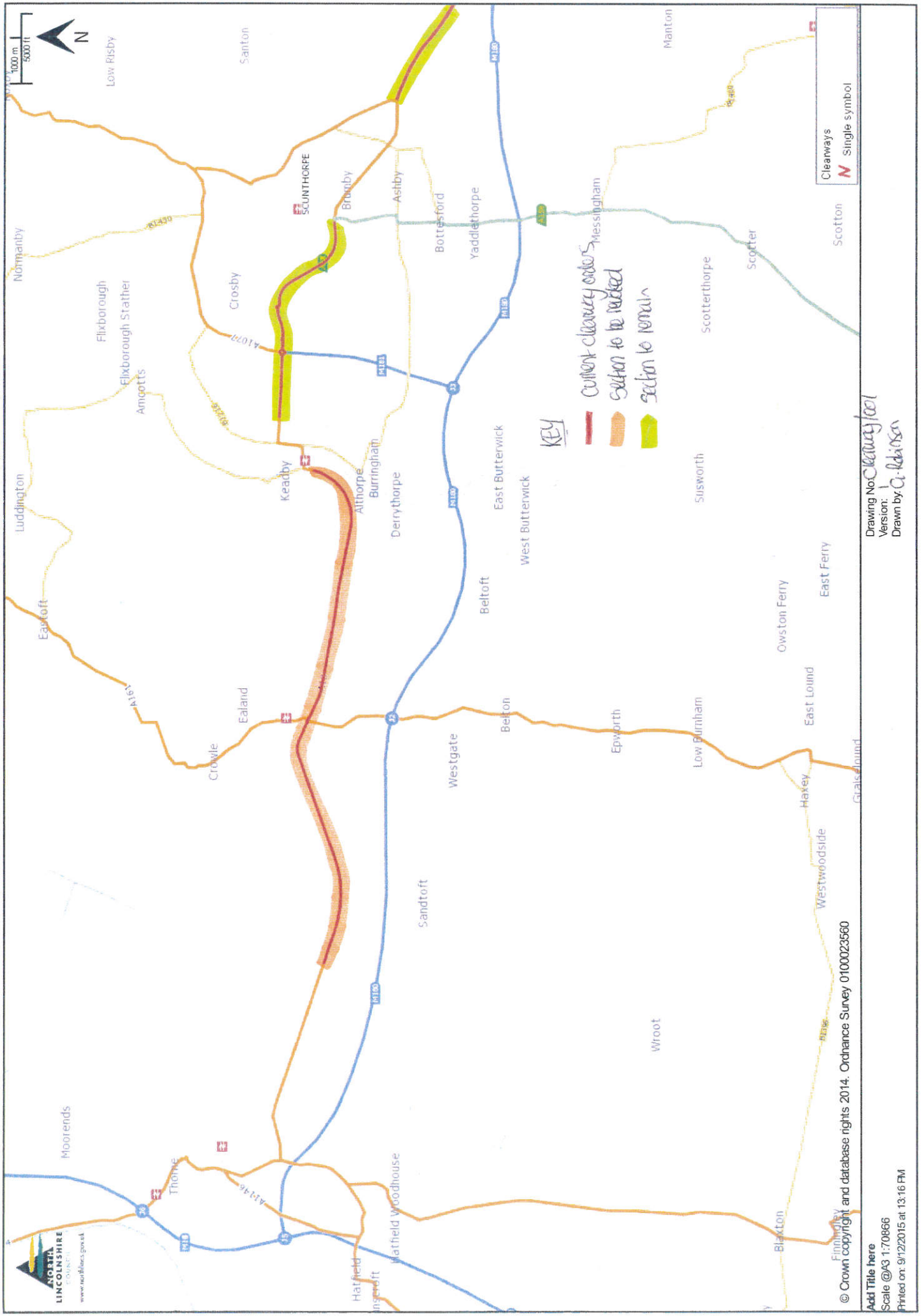
Section 126 – revoke the entire Section which currently reads between a point 350 yards west of Wrawby Railway Bridge and a point 190 yards west of its junction with the Class III Road leading to Bigby, a distance of approximately 2.5 miles

Section 127 – amend this Section to read between a point 10 yards east of its junction with the Class 2 Road leading to Croxton (B1211) and a point 450 yards west of its junction with the Class 3 Roads leading to Grasby and Swallow at Great Limber, a distance of approximately 4 miles

Dated this 1<sup>st</sup> day of June 2017

W S Bell  
Head of Legal & Democracy

Civic Centre  
Ashby Road  
Scunthorpe



**KEY**

- Current clearway orders
- Section to be reduced
- Section to remain

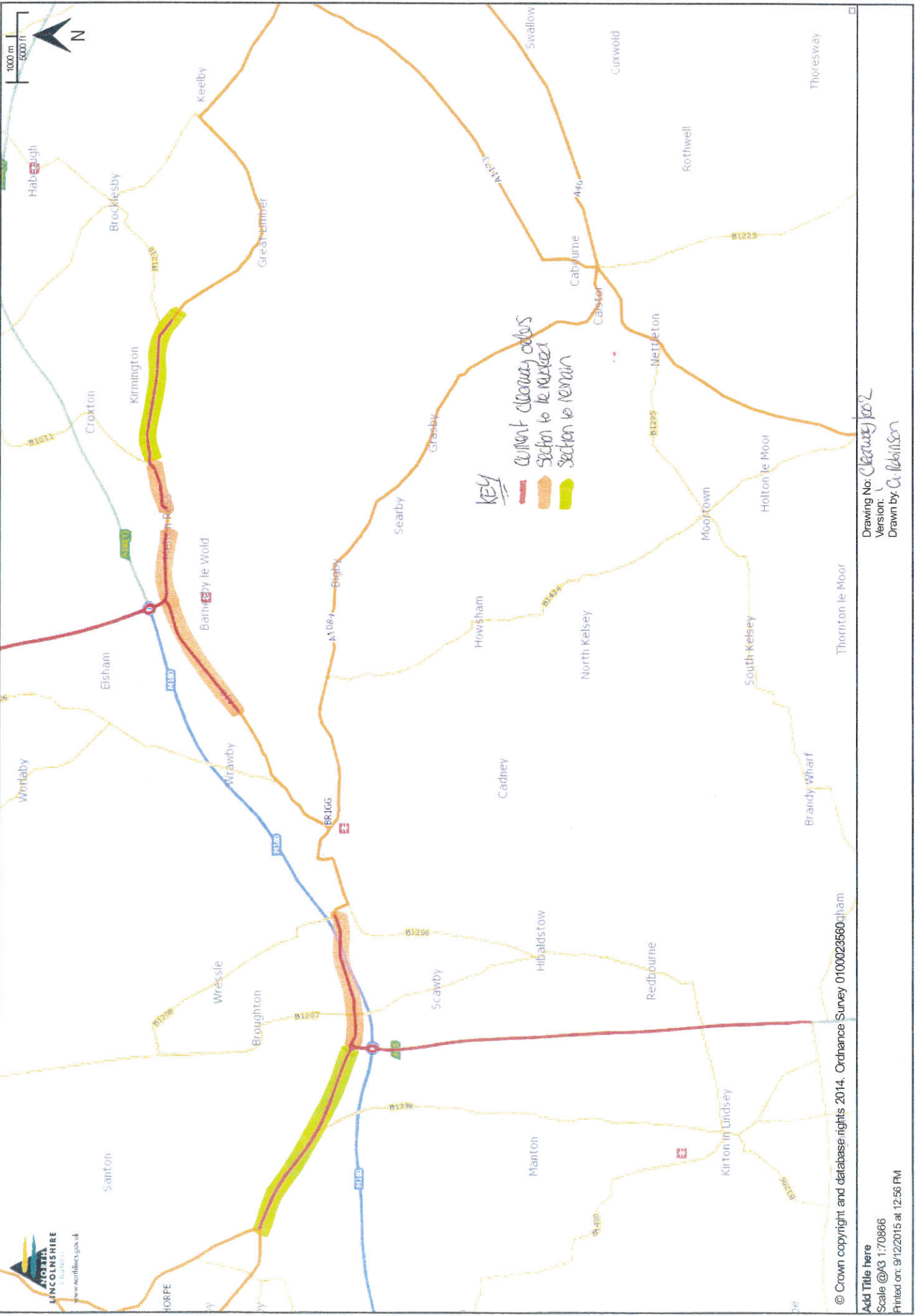
**Clearways**  
 Single symbol

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key  
 current clearance widths  
 section to be reduced  
 section to remain

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