

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND PLANNING
CABINET MEMBER**

TRAFFIC REGULATION ORDER, OSWALD ROAD, SCUNTHORPE

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To seek the approval of the Cabinet Member for the implementation of a Traffic Regulation Order (TRO) to restrict parking on Oswald Road, Scunthorpe.
- 1.2 To consider objections received with respect to the above proposals.
- 1.3 The key points in this report are:
 - The proposed TRO is required to clarify issues associated with vehicle parking within the new bus lane
 - Objectors are concerned about the impact that proposed waiting restrictions on Oswald Road would have on their ability to park outside their place of work.

2. BACKGROUND

- 2.1 During 2009, the Highways and Planning Service implemented a bus priority lane along Oswald Road and Station Road. This bus lane is operational between the hours of 3:30pm and 6:30pm. Despite adequate signing of the bus lane facility, there is still some vehicle parking within the lane that is causing the bus lane to become inoperative on occasions.
- 2.2 The implementation of the TRO intends to clarify to drivers the situation by reinforcing those times of day when vehicles can be legitimately parked and those when parking is restricted. The statutory process of consultation and advertising for the TRO has been undertaken and we have received three individual objections and a letter containing four signatures also objecting to the proposals.
- 2.3 All the objectors are associated with the Registry Office and the School Catering and Cleaning Services at 92 Oswald Road.

- 2.4 Since the implementation of the bus lane, a safety audit has picked up some issues, which need addressing. One of these issues is the location of a parking bay on the west side of Oswald Road (not the bus lane side). This has the effect of causing a pinch point and it is recommended that action is taken to resolve the issue. Our proposals are to remove a single parking bay at this location and extend the No Waiting At Any Time to cover the area identified. We have not received any objections in relation to this element of the proposals.

3 OPTIONS FOR CONSIDERATION

- 3.1 Option 1 – to approve the implementation of the traffic regulation order to provide no waiting at any time and limited parking restrictions along Oswald Road having taken account of the objections received. The Draft Order and Statement of Reasons, and a location plan are presented within Appendix A. This would be the recommended option.
- 3.2 Option 2 – not to implement the proposed traffic regulation orders but to leave the bus lane in its current layout and accept the current issues of inappropriate parking.

4 ANALYSIS OF OPTIONS

- 4.1 Option 1 – approving a permanent traffic regulation order restricting parking would make a significant improvement to the safety of a very vulnerable user group and improve public transport facilities. Buses, taxis and cyclists would be able to make uninterrupted progress along a busy commuter route without having to negotiate parked vehicles along its length. Some drivers who currently park their vehicles on this route would have to find an alternative location for all day parking of their vehicles.
- 4.2 Option 2 – by leaving the carriageway without a TRO would negate the reason for the bus lane and leave public transport to have unnecessary delays with the possibility of passenger reduction.

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

5.1 Financial

5.1.1 The estimated cost of introducing the proposed traffic regulation order is approximately £1000.

5.2 Staffing

5.2.1 There are no staffing, IT or property issues associated with this report

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

Buses, taxis and cyclists using a dedicated lane, not obstructed by parked vehicles, are given a greater protection than they would ordinarily have. On a busy arterial route like Oswald Road this is considered an important safety consideration

The introduction of bus lane facilities will hopefully be seen as an encouragement for more people to consider public transport as an alternative mode of transport to the car and also may encourage more leisure cycling. Environmental benefits that accrue from a reduction in car journeys include lower fuel usage and reduced noise and pollution levels. The health and fitness benefits associated with cycling are well known.

The report does not in itself have any diversity implications

There are no Section 17, Crime and Disorder Act implications associated with this report

7. OUTCOMES OF CONSULTATION

7.1 The views of the objectors have arisen out of the consultation procedures undertaken for the Traffic Regulation Order to implement the 'No Waiting At Any Time' and Limited Waiting restrictions. In compliance with statutory procedures, notices were erected on site and also published in the local newspaper

7.2 The specific issues raised by the objectors were as follows:

Letter with four signatures - considered that the implementation of the TRO would present unacceptable difficulties for themselves wishing to park their vehicles immediately outside their place of work.

Individual objections have been received from the following:

Two further objections – feel the changes are a response to a lack of policing and feel the current situation is alright at present if policing is carried out.

The Registrar from the Registry Office – generally concerned about parking and would wish to see formal use of the museum car park approved.

8. RECOMMENDATIONS

8.1 Cabinet Member considers the merits of the Traffic Regulation Order for the 'No Waiting At Any Time' and limited waiting restriction, as shown on the plan in Appendix A, and determines accordingly.

8.2 All objectors are written to with the results of the decision in accordance with the statutory procedure.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

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North Lincolnshire

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Author: Neil Norvock

Date: 08th February 2010

Background Papers used in the preparation of this report:

Letters and emails from objectors

Proposed Traffic Regulation Order
Prohibition and Restriction of Waiting

OSWALD ROAD

Statement of Reasons

There has been complaints both from the police and members of the public about the clarity of when and where vehicles can park within the bus lane.

This Traffic Regulation order is required for the purpose of clarifying the parking restraints within the new bus priority lane along the eastern side of Oswald Road.

It is also required to reduce one parking space on the western side of Oswald Road to reduce obstruction to traffic heading north Along Oswald Road.

THE NORTH LINCOLNSHIRE COUNCIL

**(VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING
AND STREET PARKING PLACES) CONSOLIDATION ORDER 2009
(AMENDMENT NO 4) ORDER 2010
OSWALD ROAD, SCUNTHORPE**

North Lincolnshire Borough Council in exercise of its powers under Sections 1, 2, 4, 5, 32, 35, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (the Act of 1984) as amended and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order.

1. The North Lincolnshire Borough Council (Various Streets) (Prohibition and Restriction of Waiting and Street Parking Places) Consolidation Order 2009 shall be amended to the following extent:
 - (a) The Map Area Code specified in the First Schedule to this Order shall be revoked and;
 - (b) The Map Area Code specified in the Second Schedule to this Order shall be inserted.
2. This Order shall come into operation on the day of 2010 and may be cited as The North Lincolnshire Borough Council (Various Streets) (Prohibition and Restriction of Waiting and Street Parking Places) Consolidation Order 2009 (Amendment No 4) Order 2010

FIRST SCHEDULE

Map Area Code to be revoked

Area Code	Revision	Date
AP64	1	01/04/2009

SECOND SCHEDULE

Map Area Codes to be inserted

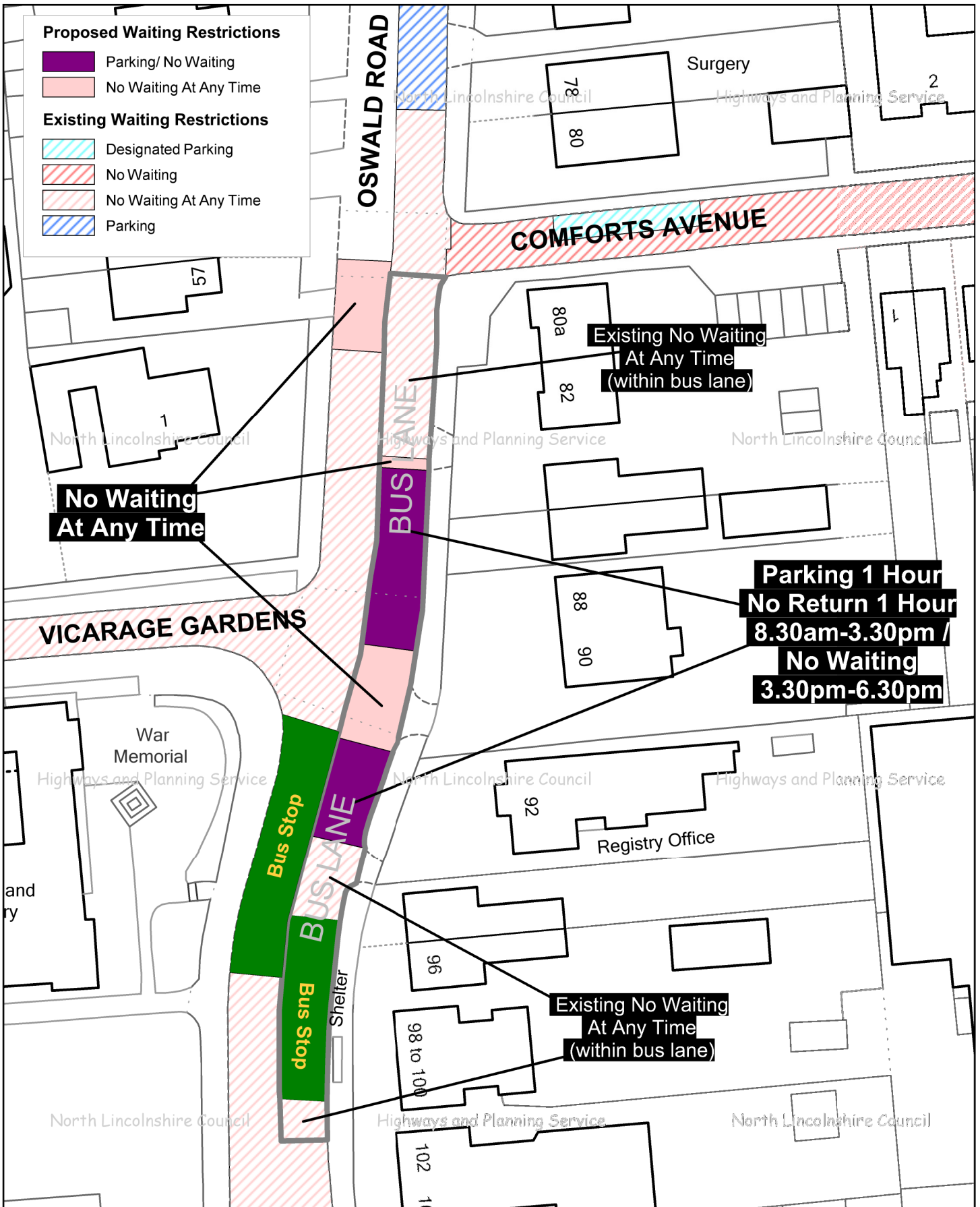
Area Code	Revision	Date
AP64	2	?/?/2009

Given under the Common Seal of North Lincolnshire Borough Council on the
day of _____ 2010.

THE COMMON SEAL of
NORTH LINCOLNSHIRE
BOROUGH COUNCIL was
hereunto affixed in the
presence of:

Authorised Signatory

Seal No



Drawing Title: Proposed Waiting Restrictions: Oswald Road, Scunthorpe

Dwg No: P0043/010/001

Drawn by: CAH

Scale: NTS

Date: 18/11/2009



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NORTH LINCOLNSHIRE COUNCIL 0100023560 2009



Highways and Planning Service

Service Director,
G Popple