

NORTH LINCOLNSHIRE COUNCIL

LEADER OF THE COUNCIL

**TRAFFIC REGULATION ORDER, MESSINGHAM ROAD (Scunthorpe and
Bottesford)**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To seek approval of the Cabinet Member for the implementation of a 'No Waiting At Any Time', Traffic Regulation Order.
- 1.2 To consider objections received with respect to the above proposals
- 1.3 Key points in this report are:
 - Objectors/Petitioners are concerned about the impact that proposed waiting restrictions (double yellow lines) on Messingham Road will have on their ability to park their cars.
 - Objectors/Petitioners feel that some residents would be put to unnecessary expense in having to concrete part of their front gardens to make suitable off-road parking arrangements.
 - Waiting restrictions required in order to allow recently installed cycle-lanes to function as intended.

2. BACKGROUND INFORMATION

- 2.1 During 2008, the Highways and Planning service constructed cycle-lanes along both sides of Messingham road from its junctions with Burringham Road and Moorwell Road. Despite the Highway Code advising vehicles not to park within cycle-lanes, it was regularly noted that this advice was being ignored. Cyclists were being forced to move into this busy road by the presence of the parked vehicles.
- 2.2 Despite requests to the residents to keep these lanes clear, it is still considered necessary to promote the implementation of a 'No Waiting At Any Time' (NWAAT), Traffic Regulation Order (TRO). As part of the statutory process of consultation, we have received 5 individual objections and a petition containing 89 signatures objecting to the TRO. Although the petition was received after the formal closing date of the statutory period of consultation, it was considered appropriate to consider their views in the context of this report. A petition meeting was held on 6th March 2009.

- 2.3 Although many cars have access to driveways, there are a number of households that do not have this facility. These residents, and others, currently park their vehicles on the road within the cycle-lanes.
- 2.4 Although the Council recognises the difficulties that parking restrictions can cause for residents, it should be noted that the highway is for the safe passage of vehicles, including cyclists. Sometimes the safety needs of road user groups have to take priority.

3. OPTIONS FOR CONSIDERATION

- 3.1 Option 1 – to approve the implementation of the traffic regulation order to provide no waiting at any time restrictions along Messingham 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 – to leave the existing road layout, including cycle-lanes, as it is currently but not implement the TRO.

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. Cyclists would be able to make uninterrupted progress along a busy commuter route without having to negotiate parked vehicles along its length. Some residents who currently park their vehicles on this route would have to find an alternative location for their vehicles.
- 4.2 Option 2 – by leaving the cycle-lanes without the additional protection of the TRO we are not only providing a less safe solution, in addition we are not encouraging other cyclists to start using the facility. Residents that currently park their vehicles within the cycle-lanes would no doubt continue to do so.

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

- 5.1 The estimated cost of introducing the proposed traffic regulation order is approximately £1000.
- 5.2 There are no staffing, property or IT issues associated with this report.

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

- 6.1 Cyclists using a dedicated cycle-lane, not obstructed by parked vehicles, are given a greater protection than they would ordinarily have. On a busy arterial route like Messingham Road this is considered an important safety consideration.
- 6.2 The introduction of safer cycling facilities will hopefully be seen as an encouragement for more people to consider cycling 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.
- 6.3 The report does not in itself have any diversity implications.
- 6.4 There are no Section 17, Crime and Disorder Act implications associated with this report.

7. OUTCOMES OF CONSULTATION

- 7.1 The views of the petitioners and other objectors have arisen out of the consultation procedures undertaken for the Traffic Regulation Order to implement the 'No Waiting At Any Time' 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:

Petitioners – considered that the implementation of the TRO would present unacceptable difficulties for people wishing to park their vehicles. It may also cause some residents considerable expense to convert front gardens into parking areas in order to get their vehicle off the road. They also considered that the number of cyclists did not merit the measures being undertaken. A petition panel hearing has been held and the petitioners concerns discussed.

Individual objections have been received from the following residents:

Mr Howbridge, Ms Pople, Mr Whitlam, Mr Ombler, Mrs Tootell

Their main reason for objecting is the inability to park their vehicles once the TRO has been implemented

It is noted that we have also received some support with letters being written to the local paper and directly to the Traffic team.

8. RECOMMENDATIONS

- 8.1 Having given due consideration to the objections raised by some local residents, the Traffic Order to implement “No waiting at any time” restrictions in Messingham Road is approved to protect the cycle lanes, for reasons as documented in this report.
- 8.2 All lead petitioners and written objectors are informed of the results of the decision, in writing, in accordance with the statutory procedure.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House
P O Box 42
Scunthorpe
DN156XQ
Author: Neil Norvock
Date: 27 March 2009

Background Papers used in the preparation of this report:

Petition held in the Safer Roads Division at Church Square House, Scunthorpe
Other objections held within Safer Roads Division scheme file.

THE NORTH LINCOLNSHIRE COUNCIL
(VARIOUS ROADS, SCUNTHORPE AND BOTTESFORD)
(PROHIBITION AND RESTRICTION OF WAITING) ORDER 2009

Notice is hereby given that North Lincolnshire Council proposes to make an Order under Sections 1(1), 2(1)-(3) and 4(2) of the Road Traffic Regulation Act 1984, the effect of which will be to introduce waiting restrictions on the sides and lengths of road set out in the Schedule. Standard exemptions will apply.

A copy of the draft Order together with a statement of reasons and plan showing the sides and lengths of road affected can be seen at the Council Offices, Church Square House, Scunthorpe, DN15 6XQ during normal office hours.

Objections to the proposal specifying the grounds on which they are made should be sent in writing to the Service Director - Highways and Planning at the above address not later than 14th January 2009.

Schedule
No Waiting At Any Time

Messingham Road	Both sides	From a point 61 metres south of the southern kerb-line of Burringham Road to a point 72 metres north of the northern kerblines of Angerstein Road
Messingham Road	Both sides	From a point 15 metres south of the southern kerb-line of Ancaster Court to a point 75 metres north of the northern kerblines of Moorwell Road
Willoughby Road	Both sides	From the junction with Messingham Road for a distance of 15 metres
Chancel Road	Both sides	From the junction with Messingham Road for a distance of 15 metres
Keddington Road	Both sides	From the junction with Messingham Road for a distance of 13 metres
Messingham Road (Access Road) Adjacent to No 237 Messingham Road	Both sides	From the junction with Messingham Road for a distance of 10 metres

Dated this day of December 2008

M Wood
Service Director - Legal & Democratic

Pittwood House
Ashby Road
Scunthorpe

**Proposed Prohibition and Restriction
of Waiting Messingham Road, Scunthorpe**

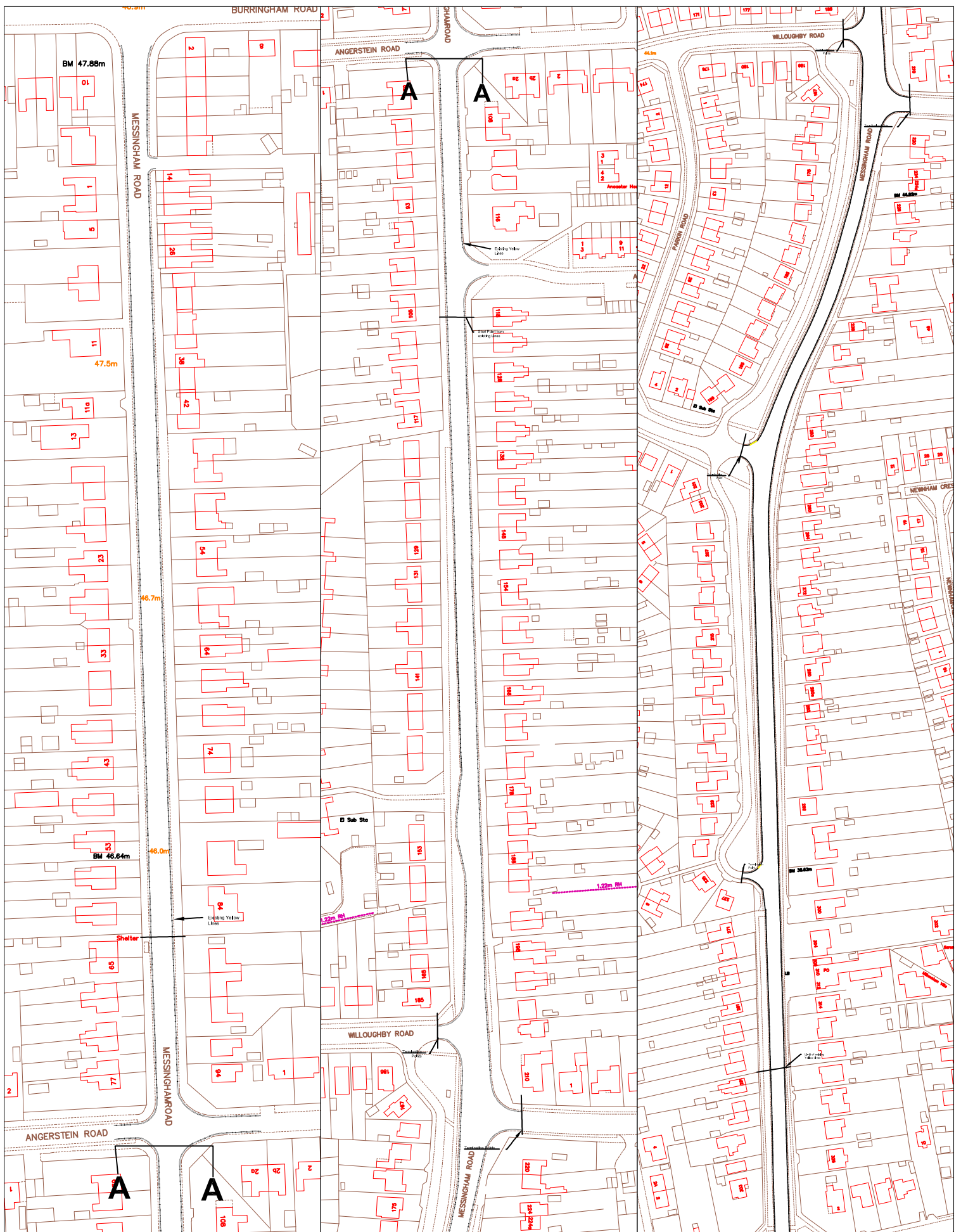
Statement of Reasons

To Protect cycle lanes from being obstructed by parked vehicles ensuring free and un-interrupted passage along Messingham Road

Schedule of lengths of Road Concerned

No Waiting at any time

Messingham Road	Both sides	From a point 61 metres south of the southern kerb line of Burringham Road to a point 72 metres north of northern kerb line of Angerstein Road
Messingham Road	Both sides	From a point 15 metres south of southern kerb line of Ancaster Court to a point 75 metres north of northern kerb line of Moorwell Road
Willoughby Road	Both sides	From the junction with Messingham Road for a distance of 15 metres
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Messingham Road (Access Road) Adjacent to no 237 Messingham Road	Both sides	From the junction with Messingham Road for a distance of 10 metres



Appendix A - Messingham Road - Location of Traffic Regulation Order

REV	DETAILS	APPROVED BY	DATE APPROVED

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