

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND NEIGHBOURHOODS  
CABINET MEMBER**

**EXPERIMENTAL TRAFFIC REGULATION ORDER -  
OSWALD ROAD, SCUNTHORPE**

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

- 1.1 To obtain the approval of the Cabinet Member for the consolidation of an experimental Traffic Regulation Order (TRO) for 'No Waiting At Any Time' (NWAAT) 3:30pm to 6:30pm on Oswald Road, Scunthorpe.
- 1.2 Key points in this report are:
- An Experimental Order has been in place for 18 months
  - No further objections received since the experimental order was made
  - The problems being experienced by bus companies have largely been resolved by the experimental order

**2. BACKGROUND INFORMATION**

- 2.1 We agreed, with the Bus Quality Partnership, to trial a bus lane along the Ashby bus corridor. The road between Comforts Avenue and Station Road was selected. We thought it was the most suitable for this trial. During the initial usage of the bus lane there was some confusion regarding parking restrictions. The trial TRO is an attempt to improve matters.
- 2.2 Staff at the Registry Office have submitted four objections.
- 2.3 The experimental TRO appears to generally work well. We have received no further objections. The TRO is now at the end of its experimental period.

**3. OPTIONS FOR CONSIDERATION**

- 3.1 **Option 1** - To approve the implementation of the TRO and provide NWAAT restrictions along Oswald Road, taking notice of the objections received. The Draft Order and Statement of Reasons, and a location plan are attached at Appendix A. Officers recommend this as the best option available.

- 3.2 **Option 2** - To remove the new signing and lining and revert back to the original road lay out without any TRO.

#### 4. **ANALYSIS OF OPTIONS**

- 4.1 **Option 1** - Converting the trial TRO into a permanent TRO will make an improvement to bus travel times. It will enable taxis and cyclists to make progress along a busy route without having to negotiate parked vehicles along its length. Visitors to the Registry Office who formerly parked their vehicles on this route have found alternative locations for parking.
- 4.2 **Option 2** - Not providing the TRO will see a return to the difficulties experienced by the bus operators. The public might question the council's commitment to making bus travel an acceptable alternative to car travel, as a result.

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

##### 5.1 Financial

5.1.1 The cost of the proposed TRO is approximately £600

5.1.2 The cost of option 2 is approximately £1,400

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 Buses, taxis, and cyclists using a dedicated bus lane, not obstructed by parked vehicles, will improve travel times. This may encourage the travelling public to use other forms of transport.
- 6.2 There are no diversity implications to consider.
- 6.3 There are no Section 17, Crime and Disorder Act implications to consider.

#### 7. **OUTCOMES OF CONSULTATION**

- 7.1 The views of the objectors come from the first consultation procedure to implement the NWAAT restrictions. Following legal procedure, notices were placed on-site and also published in the local press.
- 7.2 The specific issues raised by the objectors were as follows:
- Visitors to the registry office have difficulty finding parking space outside the office between the times stated.

- North Lincolnshire Council Registry Office - their main reason for objecting is the inability to park vehicles once the TRO is in place. However they would withdraw this objection if parking was relaxed in the local area.
- We have received no further objections since the experimental order was put in place.

## 8. RECOMMENDATIONS

8.1 That the Cabinet Member approves making the trial TRO permanent.

### **DIRECTOR OF INFRASTRUCTURE SERVICES**

Hewson House  
Station Road  
Brigg  
DN20 8XY

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Date: 24 October 2011

**Background Papers used in the preparation of this report: Nil**

**THE NORTH LINCOLNSHIRE COUNCIL**  
**(VARIOUS STREETS)**  
**(PROHIBITION AND RESTRICTION OF WAITING AND STREET**  
**PARKING PLACES)**  
**(CIVIL ENFORCEMENT AND CONSOLIDATION) ORDER 2010**  
**(OSWALD ROAD, SCUNTHORPE) (EXPERIMENTAL AMENDMENT) ORDER 2010**

Notice is hereby given that on 29th April 2010, North Lincolnshire Council made an Order under Section 9 of the Road Traffic Regulation Act 1984, the effect of which is to amend the 2010 Civil Enforcement and Consolidation Order so as to impose various waiting and parking restrictions on that length of Oswald Road between Comforts Avenue and Station Road as follows:

- (a) To extend the existing “no waiting at any time” restrictions outside Numbers 57 and 94
- (b) To extend the existing “no waiting at any time” restriction outside Number 82 to link in with the limited waiting and parking restrictions proposed outside Numbers 84 and 98
- (c) To impose “no waiting between the hours of 3.30pm and 6.30pm” and “parking up to 1 hour with no return within 1 hour” outside Numbers 92 and 84 to 88

The Order will come into effect on 10th May 2010 for an experimental period of 6 months.

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

It is the intention of the Council to consider, in due course, whether the provisions of the Order should be continued in force indefinitely.

During the operation of the Order, the Service Director – Highways and Planning shall have the powers of modification/suspension set out in Section 10 of the Road Traffic Regulation Act 1984.

Within 6 months of the coming into force of this Order or of the latest variation or modification of it, any person may object to the making of an Order giving indefinite continuation of it. Any such objection should be in writing specifying the grounds on which it is made and sent to the Service Director – Highways and Planning at the Council Offices, Church Square House, Scunthorpe, DN15 6XQ.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers of the Road Traffic Regulation Act 1984 or that a requirement of that Act or any instrument made under it has not been complied with you may, within six weeks from the date on which the Order was made, make application for that purpose to the High Court.

Dated this 6th day of May 2010

M Wood  
Service Director – Legal & Democratic

Pittwood House  
Ashby Road  
Scunthorpe

## **BUS PRIORITY LANE SCUNTHORPE**

### **STATEMENT OF REASONS**

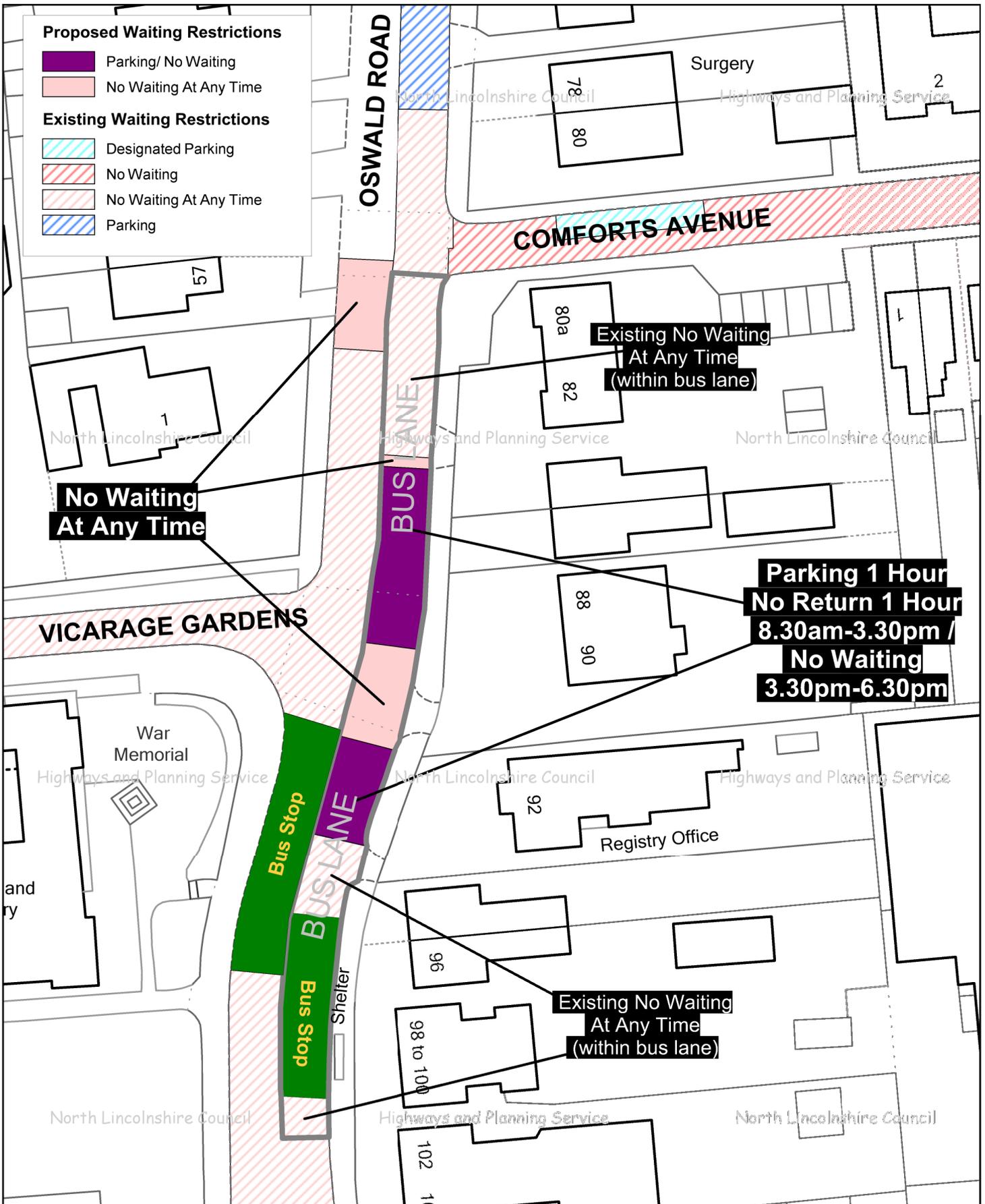
North Lincolnshire Council is committed through the bus quality partnership to improving public transport and passenger travel and reduce local traffic on North Lincolnshire Councils Roads.

To this aim it is decided to provide a dedicated bus lane for buses leaving town at pm peak traffic flows this will enhance travel and assist buses in achieving hitting time table times.

The bus lane will include cyclists and taxi's in order to relieve pressure off the remaining traffic lanes.

This bus lane will operate between the hours of 3:30pm to 6:30pm daily.

To ensure the free passage of the bus lane it is essential that parking is not allowed within the hours of the operation of the bus lane



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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Highways and Planning Service

Service Director,  
G Popple