

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND PLANNING
CABINET MEMBER**

**PROPOSED TRAFFIC REGULATION ORDER
PROHIBITION OF WAITING, GREENHILL, HAXEY**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To consider objections received with respect to a 'No Waiting At Any Time' Traffic Regulation Order (TRO) on Greenhill, Haxey.

2. BACKGROUND INFORMATION

- 2.1 In Autumn 2003 a resident of Greenhill, Haxey informed the council of a problem caused by badly parked vehicles on the junction of Greenhill and High Street.
- 2.2 Further concerns were expressed by the Accident Reduction Officer, Humberside Police, and Haxey Parish Council in 2004/5.
- 2.3 The council's Traffic Team considered various schemes to resolve the problem and following discussions with the local MP, Parish Council and Humberside Police, it was agreed to implement a 'No Waiting At Any Time' TRO on Greenhill. Consultation took place with affected residents which resulted in seventeen responses, approximately 2:1 against the proposal.
- 2.4 The local shopkeeper also carried out his own campaign against the proposals and as a result we received a total of 439 letters of objection.
- 2.5 Following a site meeting which was convened by the local MP, it was agreed that the TRO would be modified and reduced in length (see attached plan).
- 2.6 Although the Parish Council originally supported the scheme, they subsequently withdrew their support, citing it as being too restrictive for what amounts to be a parking problem.

2.7 In February 2008, the modified proposal was advertised and a total of three formal objections were received (see 7.2).

3. OPTIONS FOR CONSIDERATION

3.1 Option 1 – to approve the implementation of the Traffic Regulation Order to provide no waiting at any time to protect the junction of Greenhill with High Street and to provide the necessary road markings. This would be the preferred option.

3.2 Option 2 – to leave the existing road layout as it is at present and continue to monitor the problem.

4. ANALYSIS OF OPTIONS

4.1 Option 1 will address the issue of keeping the junction clear of parked vehicles. Without the road markings and the protection that they give, visibility for traffic turning out of Greenhill is significantly reduced. There is currently much abuse of the road layout with many principles of the Highway Code being ignored. Our proposals are the minimum that we could consider to achieve the desired visibility splays. The measures will also provide the protection to the resident's house that was getting damaged by removing unnecessary parked vehicles from the congestion area.

4.2 If this option was implemented it would mean that parking would not be possible immediately outside the shop on Greenhill. However parking would still be possible just a few metres away

4.3 Option 2 will not address the issues and problems that have been outlined above. There have been many suggestions that we are threatening the livelihood of the local shop and hence the heart of the village. Clearly, the do nothing option, would satisfy all those who want to continue as now. There is an argument that as there have not been any accidents at this site we might be creating a situation which may encourage speed and the potential for an accident in the future. There is a similar argument however that as we know visibility at the junction to be impaired we would be wrong not to implement measures to improve the situation.

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

5.1 Finance - the estimated cost of introducing the proposed traffic order is approximately £1,000. The scheme would be funded through the Safer Roads Minor Works Revenue budget 2008/09.

5.2 Staffing - 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 Statutory - The statutory procedures necessary for the introduction of a Traffic Regulation Order have been followed to this point in the process. This includes the required local advertising and consultation periods associated with the procedures.
- 6.2 A Stage One Diversity Impact Assessment has been carried out and is available for inspection in the Safer Roads Team, Church square House.

7. OUTCOMES OF CONSULTATION

- 7.1 Consultation in various forms has been undertaken over many years as discussed in the background information.
- 7.2 Objections have been received from three sources during the statutory objection period as follows:

Mr G. Suszczenia (Shop owner) – bases his objections on arguments that as there are no accidents at present and that our proposals may attract higher speeds and the potential for more severe accidents. He feels that there are implications for the elderly and infirm.

Ward Member – feels proposals are unsuitable for a rural village. biggest concern seems to be an unnecessary expense for no real reason and the potential threat to the livelihood of the shopkeeper and the effect on the village.

Haxey Parish Council – as above

8. RECOMMENDATIONS

- 8.1 That the Cabinet Member considers the objections and makes a decision on the basis of the information provided.

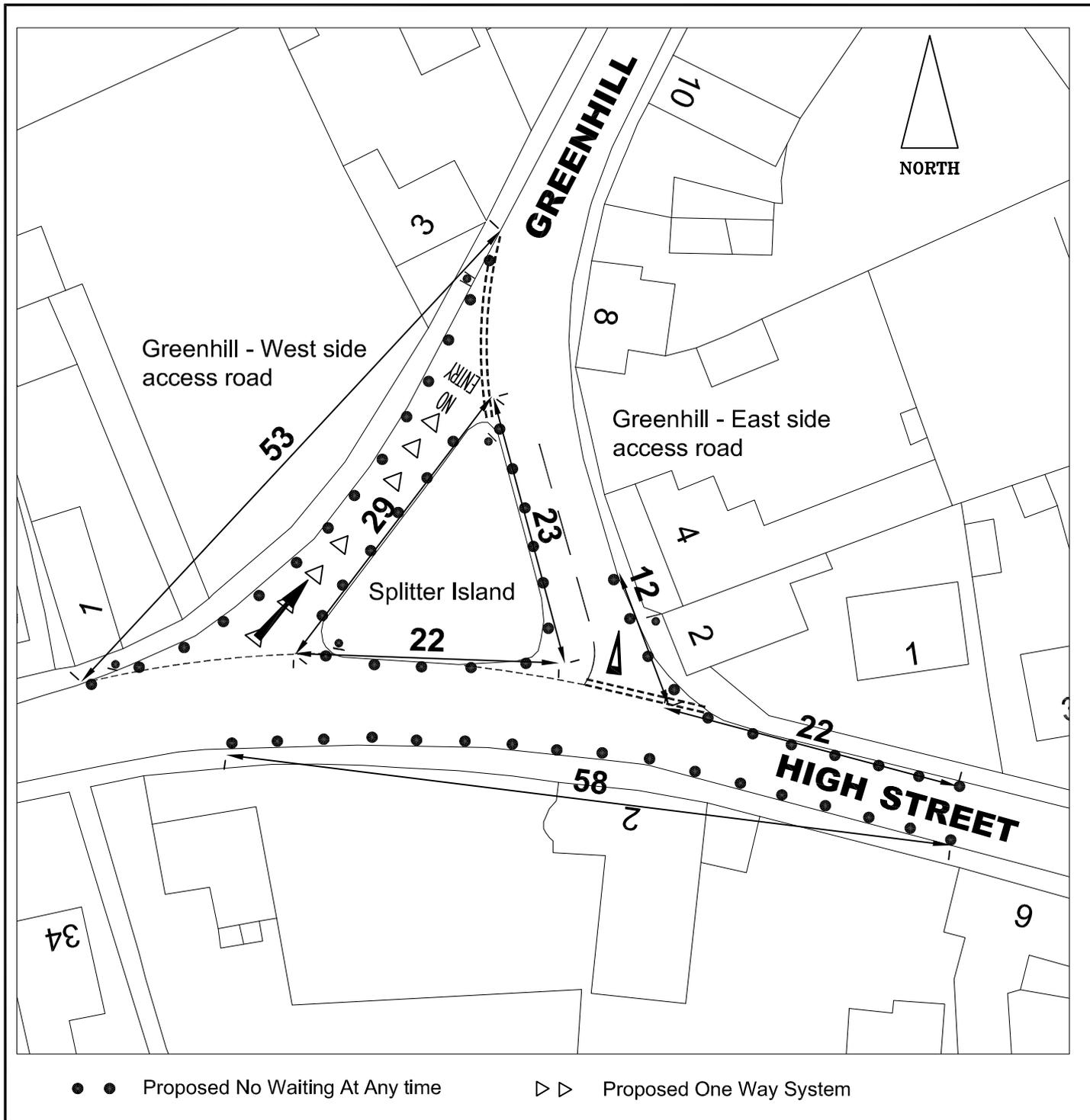
SERVICE DIRECTOR HIGHWAYS AND PLANNING

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Date: 21 April 2008

Background Papers used in the preparation of this report:

The results of the consultation process, including the written objections, are held within the Traffic Team section of the Safer Roads Division.

Diversity impact assessment held within Traffic section



REV	DETAILS	APPROVED BY	DATE APPROVED
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	DRAWING TITLE	

Proposed No Waiting At Any Time and One Way System

DRAWN BY GD Denovan	SCALE 1:500	CHECKED BY I Jickells	DATE CHECKED 15/2/2008	APPROVED BY I Jickells	DATE APPROVED 15/2/2008
PROJECT TITLE Haxey, High Street - Parking Issue			DRAWING NUMBER TM0380/004	REV	

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