

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	21st June 2022
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
<b>RESPONSIBLE OFFICER</b>	Sharon Wroot, Executive Director for Environment, Economy and Resources
<b>SUBJECT</b>	Traffic Regulation Order 21-14: Healing Village - Various waiting and traffic movement restrictions
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 11/21/02

## CONTRIBUTION TO OUR AIMS

The recommendations of this report will contribute to the Council's aim of ensuring North East Lincolnshire is a place where its residents and visitors have access to a high quality, well maintained natural and built environment. It will also make a significant contribution to the Council's 'Health and Wellbeing' objective by creating and maintaining a safer environment for all road users, residents and visitors of Healing by the introduction of Traffic Regulation Orders.

## EXECUTIVE SUMMARY

It is proposed to introduce various Traffic Regulation Orders (TROs) that will improve traffic flow, reduce speed and prevent dangerous and inconsiderate parking in the vicinity of the local schools within Healing at peak times as shown on drawings HD020-22/ 001A, 002B and 004A to Appendix 1.

## RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted for the making of a '24hr Prohibition of Waiting – No Waiting at Any Time' (Double Yellow Line) TRO as shown on drawings HD020-22/ 001A, 002B and 004A of Appendix 1.
- b) Subject to formal consultation and no material objections being received, approval be granted for the making of a 'No Waiting 2.30pm to 3.30pm' (Single Yellow Line) TRO shown on drawing HD020-22/ 001A of Appendix 1.
- c) In the event there are unresolved material objections to the Orders, these are referred to the Portfolio Holder for determination and a decision as to whether or not the Orders be confirmed and executed.

## **REASONS FOR DECISION**

The removal of parking in the identified areas above in addition to the introduction of a one-way traffic flow and 20mph speed limit on Ford's Avenue will significantly reduce the road safety risks that have been observed at peak school arrival and leaving times concerning both the Healing Academy and Healing Primary Academy.

### **1.BACKGROUND AND ISSUES**

- 1.1 Following road safety concerns raised by Ward Councillors and the Parish Council regarding parking at various locations within Healing associated with the drop off and collecting of students for both the Healing Academy and the Healing Primary Academy, a review of parking and traffic movements within the village has been undertaken.
- 1.2 It has been observed that during these times, vehicles are parking inappropriately and dangerously on the roads in the vicinity of the schools that have the potential to pose difficulties, inconvenience, obstruction and safety risks to other road users and pedestrians.

#### **Low Road:**

- 1.3 A temporary traffic regulation order (TTRO) came into operation in November 2020 to introduce double yellow lines on Low Road, following significant road safety concerns with vehicles parking close to the junction with Stallingborough Road, obstructing visibility and putting all road users at risk.
- 1.4 It is proposed to make the provisions of this TTRO permanent, in addition to introducing further double yellow lines and a 'No Waiting 2.30 to 3.30pm' restriction.
- 1.5 The above proposals are shown on drawing HD020-22/ 001A in Appendix 1.

#### **The Avenue:**

- 1.6 Existing double yellow lines are present on both sides of the road from Low Road for a distance of approximately 130 metres.
- 1.7 During the peak school times, vehicles are parked beyond these existing restrictions on both sides of the road, which reduces the carriageway width significantly resulting in single traffic flow resulting in congestion on The Avenue at these times.
- 1.8 To improve traffic flow at these times, it is proposed to extend the double yellow lines on the eastern side of The Avenue to the Radcliffe Road junction.
- 1.9 The above proposals are shown on drawing HD020-22/ 001A in Appendix 1.

### **Radcliffe Road and Maple Grove:**

- 1.10 There are currently no parking restrictions in place on Radcliffe Road or Maple Grove.
- 1.11 During the peak school time, particularly in the afternoon, vehicles park on Radcliffe Road close to the junction with Ford's Avenue as well as on the bend and in Maple Grove.
- 1.12 This parking behaviour on Radcliffe Road creates significant safety concerns for other road users as the parked vehicles obstruct the view of vehicles exiting Ford's Avenue onto Radcliffe Road.
- 1.13 In addition, vehicles travelling southeast on Radcliffe Road are forced into the path of oncoming traffic, with limited visibility, to navigate the left-hand bend.
- 1.14 The residents of Maple Grove have raised concerns that vehicles park along its length including around the turning area which reduces the carriageway width and obstructs the access for residents.
- 1.15 It is proposed to introduce double yellow lines at these locations to prevent parking and reduce the current road safety risks.
- 1.16 The proposals outlined above are shown on drawing HD020-22/ 002B in Appendix 1.

### **Oak Road:**

- 1.17 It is proposed to introduce double yellow lines on Oak Road for a short section either side of the Ford's Avenue junction to prevent parking and ensure vehicles exiting Ford's Avenue have unobstructed visibility.
- 1.18 The proposals outlined above are shown on drawing HD020-22/ 004A in Appendix 2.
- 1.19 Ward Councillors and Healing Parish Council have been consulted on the proposals and are very much in support of the proposed restrictions to tackle the ongoing concerns regarding the parking at school times. Both parties would like to see regular attendance by the Councils Civil Parking Enforcement Team to ensure compliance with the measures, with the relevant enforcement action taken against any offending vehicles.

### **Ford's Avenue & Nicholson Road:**

- 1.20 Healing Primary Academy is situated on Ford's Avenue, which currently is 2-way traffic flow and has unrestricted parking along the majority of its full length, on both sides of the carriageway except for a 'School Keep Clear' restriction on the western side at the entrance to the school and 10 metre section on the east side, either side of the Nicholson Road junction.

- 1.21 At peak school times, particularly in the afternoon vehicles are parked along the west side of Ford's Avenue which reduces the carriageway to single file traffic.
- 1.22 As a result, it has been observed that vehicles travelling south (Oak Road to Radcliffe Road) along Ford's Avenue, at these times, are faced with traffic coming towards them on the wrong side of the carriageway. This is a significant road safety concern as they are forced to navigate the left-hand bend with limited visibility and can often result in a 'stand-off' with vehicles queuing back in both directions with nowhere to go.
- 1.23 To reduce these road safety risks, it was proposed to introduce a permanent one-way traffic flow on Ford's Avenue (northbound) from Radcliffe Road to Oak Avenue and double yellow lines on the eastern side along its whole length. Parking would be maintained along the western side.
- 1.24 In addition, it was proposed to introduce a 20mph speed limit on Ford's Avenue supported by the installation of speed cushions, repeater signs and roundels at frequent intervals to maintain low speeds on the approach to the school along the one-way direction of travel.
- 1.25 In addition to the above measures on Ford's Avenue itself, it was proposed to extend the existing double yellow lines on Nicholson Road further away from the junction with Ford's Avenue.
- 1.26 As a result of the resident consultation and feedback received from the residents of Ford's Avenue and Nicholson Road (see 1.28 below) and following a discussion with Healing Parish Council and a Ward Councillor, the Ford's Avenue & Nicholson Road proposals outlined above have been withdrawn pending further consideration and any measures identified deferred until later this year.

### **Consultation Feedback**

- 1.27 The Ward Councillors and Healing Parish Council have been consulted and are in full support of the proposals (excluding Ford's Avenue & Nicholson Road).
- 1.28 A total of 111no. properties on those streets that would be directly affected by the proposals have been consulted and encouraged to submit feedback.

The level of support within the affected streets is shown below:

<b>Street</b>	<b>No. of properties consulted</b>	<b>%age FOR</b>	<b>%age AGAINST</b>	<b>%age reply</b>
Fords Ave	48	8%	25%	33%
The Avenue	22	0%	9%	9%
Low Road	8	13%	13%	25%
Radcliffe Road	18	17%	11%	28%

Street	No. of properties consulted	%age FOR	%age AGAINST	%age reply
The Pinneys	4	25%	25%	50%
Ivy Farm Court	1	100%	0%	100%
Maple Grove	3	33%	0%	33%
Nicholson Road	5	0%	20%	20%
Oak Road	2	0%	0%	0%

Street	No. of properties consulted	For	Against	No Reply	%age FOR	%age AGAINST
Fords Ave	48	4	12	32	8%	25%
The Avenue	22		2	20	0%	9%
Low Road	8	1	1	6	13%	13%
Radcliffe Road	18	3	2	13	17%	11%
The Pinneys	4	1	1	2	25%	25%
Ivy Farm Court	1	1		0	100%	0%
Maple Grove	3	1		2	33%	0%
Nicholson Road	5		1	4	0%	20%
Oak Road	2			2	0%	0%

## **RISKS AND OPPORTUNITIES**

### **2. Should these proposals be adopted, the opportunities are:**

- To better control parking within Healing and the free flow of traffic along The Avenue and Low Road at peak school times.
- To improve the visibility and road safety risks for vehicles negotiating the bend on Radcliffe Road by preventing vehicles from parking.
- To improve visibility at the junctions of Radcliffe Road with The Avenue and Ford's Avenue with Oak Road through the introduction of robust 'No Waiting at Any Time' restrictions. These measures are aligned to rule 243 of the Highway Code which states 'Do not stop or park within 10 metres of a junction'.
- To provide easier and safer access to residences on Maple Grove where the issue of parked vehicles reduces the available road width.

#### **2.2 Should these proposals be adopted, the risks are:**

- There is a reduction in on-street parking capacity where double yellow lines are to be introduced.
- Parking may be displaced into surrounding residential streets during school peak times. This includes the private roads within these identified locations.
- The success of any new parking restrictions is somewhat dependant on the availability of Civil Parking Enforcement resource. To be effective the measures should be regularly patrolled by Civil Enforcement Officers and action taken against any vehicles parked in contravention. This may impact on their ability to enforce other areas of the borough.
- National exemptions exist which allow parking on 'No Waiting' restrictions

for very specific purposes. The most notable of which is the exemption afforded to Blue Badge Holders (disabled persons), which allows parking for up to three hours.

### 2.3 **Should these proposals not be implemented, the risks are:**

- That parking issues being experienced in Healing will remain unchanged, resulting causing frustration for some residents at peak school times.
- Access difficulties for local residents to private driveways will not be addressed.
- The road width of The Avenue will continue to be reduced by the presence of parked vehicles along both kerblines. This has the potential to cause obstruction to the free flow of traffic along the road.

## 3. **OTHER OPTIONS CONSIDERED**

3.1 **Do nothing** – The issues reported by the Ward Councillors, Healing Parish Council and some residents would not be addressed. Parking within Healing at peak school times would continue to create road safety concerns.

3.2 **Introduce ‘No waiting 2.30 – 3.30pm’ restrictions throughout the whole affected area** – Although this type of restriction would prohibit the waiting of vehicles only at the afternoon peak school times, it would be heavily reliant on enforcement to be effective. In addition, this restriction would not prevent vehicles parking inappropriately on the bend on Radcliffe Road and too close to junctions outside of those times.

## 4. **REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

4.1 It is expected there will be some potential for negative reputational implications resulting from the decision due to some residents not supporting the proposals. However, the proposals are as a direct result of a request by Ward Councillors and Healing Parish Council to address inappropriate and dangerous parking at school times. Residents have been consulted and feedback taken into consideration.

4.2 The purpose of the highway is to allow vehicles to pass and repass. There is no expressed right to park. The proposals are intended to reduce the road safety concerns associated with dangerous and inappropriate parking, although every effort has been made to retain some on-street parking provision outside of peak school times by the proposed introduction of ‘No Waiting 2.30 – 3.30pm’ on Low Road.

4.3 Previous communication has been undertaken with Ward Councillors and residents in the area, which has included informal consultation on the current and previous scheme designs

4.4 If the recommendations of this report are approved, the Orders will be formally advertised in accordance with the statutory Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be

published in the local press to advise of the Councils intention to make the Orders. This provides a formal opportunity for anyone to object to the making of the orders.

- 4.5 All proposed restrictions will be clearly displayed with traffic signs and / or road markings. The types of markings to be introduced are prescribed under legislation and used both in other areas of the borough and nationally, so should be easily identifiable and understood by drivers.

## **5. FINANCIAL CONSIDERATIONS**

The recommendation does not require any additional capital expenditure. The proposals have been identified as a Local Safety Scheme and all costs will be covered by the approved Local Transport Plan Delivery Programme 2022/23.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

The measures proposed are intended to improve road and pedestrian safety for children and young people on their journey to and from school by introducing waiting restrictions to prevent dangerous and inappropriate parking at school times.

## **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

There is not perceived to be any significant climate change implications as a result of the scheme however, the extension to the existing double yellow lines on The Avenue should assist the free flow of traffic by removing the potential for parking on both sides of the carriageway.

## **8. CONSULTATION WITH SCRUTINY**

There has been no consultation with Scrutiny in relation to this matter.

## **9. FINANCIAL IMPLICATIONS**

As outlined in section 5, any Council costs are to be met from external grant funding.

## **10. LEGAL IMPLICATIONS**

- 10.1 Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) for (inter alia) the reasons set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.
- 10.2 The procedure for making TROs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed TRO.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

10.4 If it is decided to make the TRO notwithstanding any objections, once made the order can only be challenged by Judicial Review in the Administrative Court.

#### **11. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications in this report.

#### **12. WARD IMPLICATIONS**

The proposals relate to issues within the Wolds Ward only.

#### **13. BACKGROUND PAPERS**

Local Authorities' Traffic Orders (Procedure) (England and Wales)  
Regulations 1996

<http://www.legislation.gov.uk/uksi/1996/2489/made>

Road Traffic Regulation Act 1984

<http://www.legislation.gov.uk/ukpga/1984/27>

The Highway Code

<https://www.gov.uk/guidance/the-highway-code>

#### **14. CONTACT OFFICER(S)**

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Debbie Swatman – Traffic Team Manager – EQUANS

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**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

# APPENDIX 1

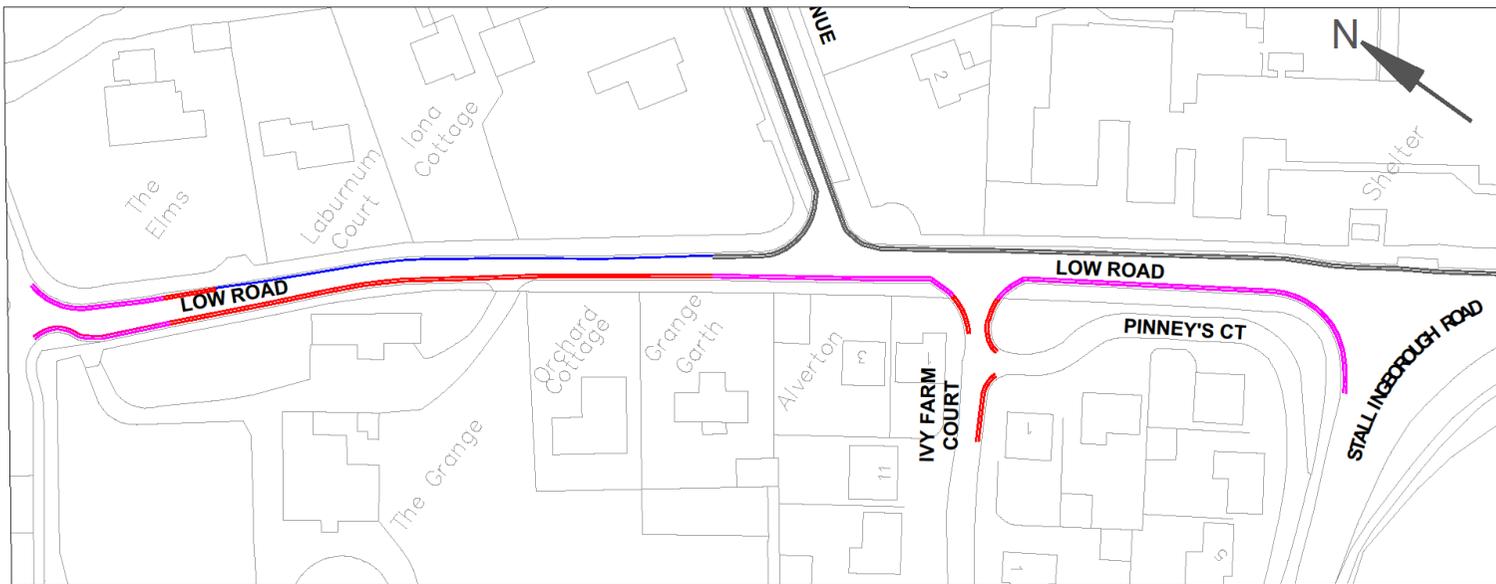


## KEY

-  Existing Double Yellow lines
-  Existing Temporary Double Yellow to be made permanent
-  Proposed Double Yellow lines
-  Proposed No Waiting 2.30pm - 3.30pm (single yellow line)

X:\C:\p\Draw\Design Team\CAD Files\mapkey\_large.cad.jpg

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Double yellow lines extended on the east side of The Avenue to Radcliffe Rd junction

**A** Letter Amendment DLS Apr02 Drawn Date

CLIENT North East Lincolnshire Council

PROJECT LTP Scheme Healing Schools

TITLE General Arrangement Sheet 1 of 4 Low Road & Radcliffe Road

DATE	DLS	DATE	Mar 2002	DRAWN BY	
SCALE	1:100	DATE	1975	DRAWN BY	
PROJECT NO.		DATE		DRAWN BY	
AL (840 x 500)					HD020-22/ 001A

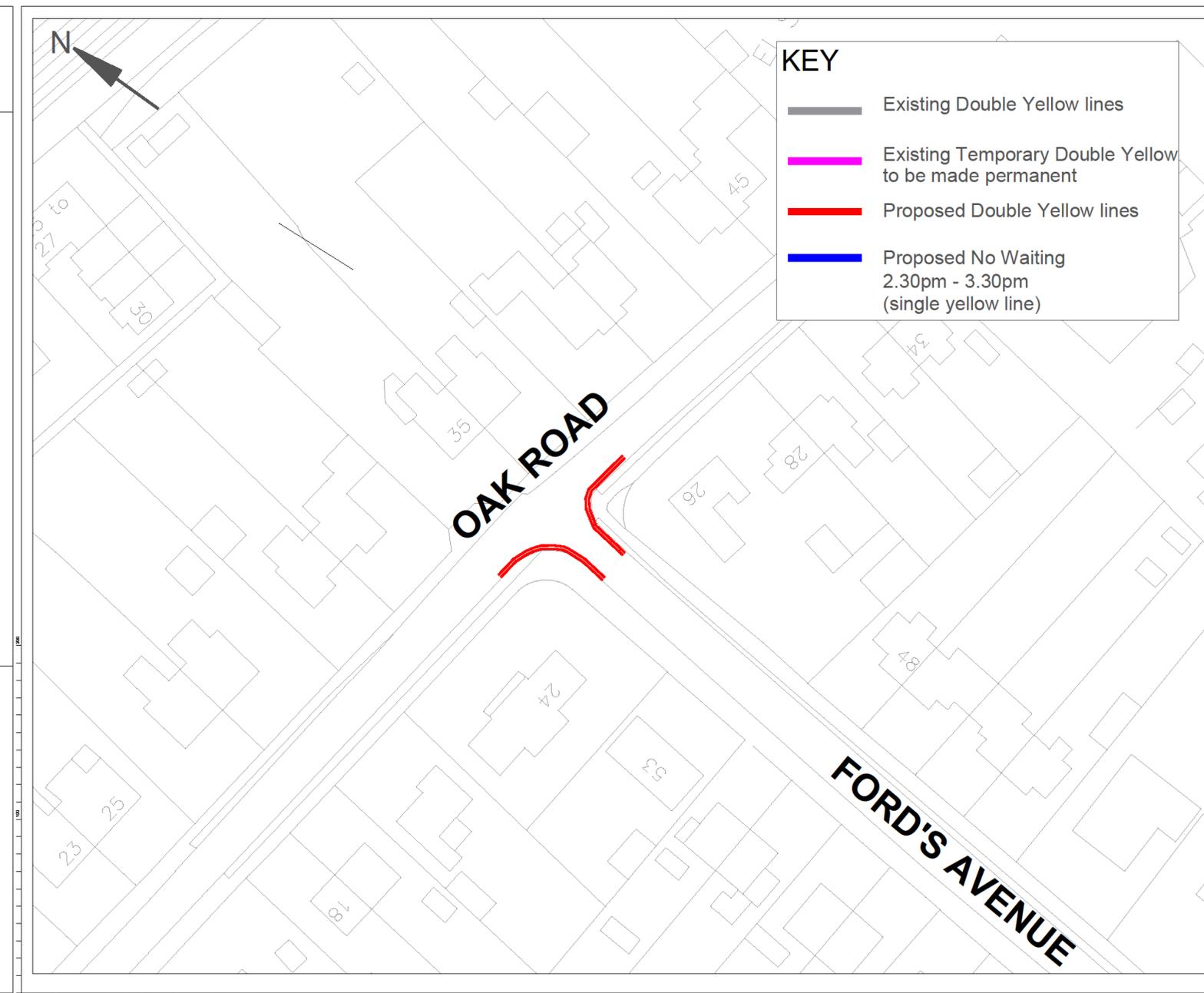


2019g-Cont-Brwn-Ford's Ave-Range-Map-04.dwg

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### KEY

-  Existing Double Yellow lines
-  Existing Temporary Double Yellow to be made permanent
-  Proposed Double Yellow lines
-  Proposed No Waiting 2.30pm - 3.30pm (single yellow line)



A		Proposed one way and waiting restrictions removed from Ford's Avenue	DLS	May22	
Author	Amendment	Drawn	Date		
North East Lincolnshire Council					
PROJECT: LTP Scheme					
Healing Schools					
TITLE: General Arrangement					
Sheet 4 of 4					
Ford's Avenue & Oak Road					
Drawn	DLS	Date	Mar 2022	Issue No	
Checked	NTS	Date		Drawn No	HD020-22/ 004A
Scale	As Shown	NTS			