



Saxilby with Ingleby Parish Council

Non-confidential

Traffic Regulation Order – Highfield Road

Report to: Planning and Development Committee

Meeting Date: 26-07

Report by: Administration Officer

Power/duty which decision falls under:

Local Government Act 1972, section 137 (where applicable) and the council's general power to make representations to the Highway Authority on matters affecting the local community.

Which council objective(s) it falls under:

- Maintain and improve community facilities and amenities
- Protect and enhance our green spaces and street scene
- Improve the well-being of residents
- To foster public participation and engagement
- To recognise the climate and biodiversity emergency and it should be considered as the basis of all decision and policy making

SUMMARY:

Planning and Development Committee are asked to consider requesting a Traffic Regulation Order (TRO) from Lincolnshire County Council for the existing school safety zone outside Saxilby Church of England Primary School on Highfield Road.

Advisory signage is currently in place requesting that motorists do not stop during school drop-off and pick-up times, and advising a 20mph speed limit. However, these restrictions are not currently enforceable. Residents continue to raise concerns regarding vehicles ignoring the restrictions, unsafe parking, excessive traffic movements and speeding during school opening and closing times.

The council has also received correspondence from the local PCSO confirming that, without a TRO, the police are unable to take enforcement action against vehicles stopping within the school safety zone. If a TRO were in place, police would have legal powers to enforce the restrictions through Traffic Offence Reports where appropriate.

RECOMMENDATION(S):

That Planning and Development Committee:

- a) Contact Councillor Brockway to request Lincolnshire County Council investigate the introduction of a Traffic Regulation Order for the existing school safety zone on Highfield Road, making the existing 'no stopping' restrictions legally enforceable during school operating hours, together with any associated measures considered appropriate by the Highway Authority.

Public Sector Equality Duty:

Consider how policies/decisions affect those protected under the Equality Act)

Seeks to improve road safety for all road users, particularly children, families, older residents, and those with disabilities who may be more vulnerable when accessing the school.

Duty to conserve and enhance biodiversity:

Reducing parking on grass verges would help prevent further damage to landscaped areas and improve opportunities for maintaining roadside vegetation.

Consideration on carbon reduction:

The proposal is likely to have a positive impact on carbon emissions. However, safer conditions around the school may encourage greater levels of walking and cycling for the school journey.

Impact on staff:

Minimal – administrative time to contact councillor with request, forming part of normal staff duties.

Does the report consider any new activity? If ‘Yes’, has a risk assessment, including risk management proposals, been included for consideration and adoption by the council?

(Financial Regulation 17b)

No

Consideration of risk management in relation to the proposal¹

It is impossible to list every risk faced by a local council. Risk, in the general sense, means the likelihood of an event happening, and the severity of the negative consequences. The insurance industry regards risk as representing loss or damage. Risk always involves uncertainty. When protecting a local council effectively, it is important to consider if risk is present in the following areas:

Risk Area	Risk Present/ Description?	Likelihood	Impact	Risk Rating	Mitigation & Contingency
Decision Making / Strategic	LCC may decline to progress a TRO	Medium	Low	Low	Request supported by evidence from residents and police
Finances	No direct financial implications	Low	Low	Low	No financial contribution anticipated.
Property	Not council property	Low	Low	Low	
Staff / Operational	Minor administrative workload	Low	Low	Low	Managed within existing resources
Legal	TRO process is the responsibility of LCC	Low	Low	Low	Parish council acts only as consultee/requesting body
Written/Verbal Communication	Expectations of residents may exceed parish council powers	Medium	Medium	Medium	Clearly communicate that LCC Highways determine any TRO application

¹Risk areas to consider - strategic/operational, likelihood/impact, add to risk register? Any contingency planning needed?

REPORT

1. Background

A school safety zone is currently in place outside Saxilby Church of England Primary School (covering 30 – 48 Highfield Road, and the junction between Highfield Road and Willow Close.)

The existing signs advise motorists:

- 20mph during school operating times; and
- No stopping Monday to Friday between 8:00 and 9:00, and 15:00 – 16:00.

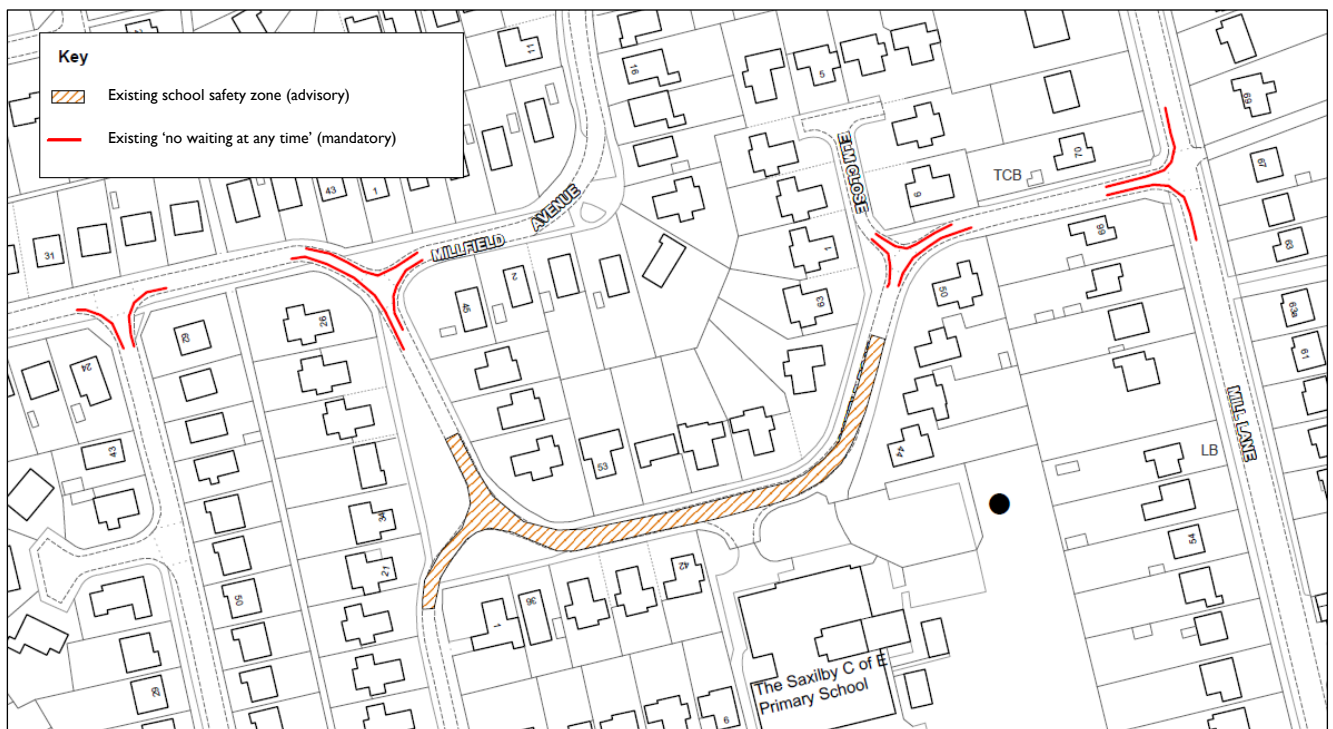
These signs are advisory and are not currently supported by a Traffic Regulation Order.



In 2020, Lincolnshire County Council introduced double yellow lines at several junctions between Highfield Road and:

- Mill Lane
- Elm Close
- Millfield Avenue
- Oakfield

These restrictions were intended to reduce congestion and improve visibility around the school. At that time, Highways advised that the proposals represented the minimum level of restrictions considered necessary to avoid displacing parking elsewhere within the surrounding road network.



2. Current situation

The parish council continues to receive reports from residents regarding parking and road safety concerns during school drop-off and collection times.

The main issues identified include:

- Vehicles stopping within the advisory school safety zone;
- Motorists disregarding the advisory 20mph limit;
- Reduced visibility for pedestrians crossing the road;
- Obstruction caused by parked vehicles;
- Congestion and conflict between vehicles; and
- Repeated parking on grass verges, resulting in significant damage requiring ongoing maintenance.

The council has recently written to residents and the school requesting their support in avoiding parking on grass verges, and to encourage responsible parking by parents and carers.

The local Police Community Support Officer has confirmed that the advisory restrictions cannot currently be enforced because there is no supporting Traffic Regulation Order. The PCSO advised that, should a TRO be introduced, police officers would have the legal power to issue Traffic Offence Reports for vehicles committing the offence of stopping within the restricted area.

3. Considerations

Lincolnshire County Council is the Highway Authority and has responsibility for determining whether a Traffic Regulation Order should be introduced.

Should the parish council submit a request, Lincolnshire County Council would undertake its own investigation, assessment, and statutory consultation before deciding whether to proceed.

Requesting a TRO does not guarantee that one will be introduced, and managing expectations regarding the process duration, which historically has been 18-24 months before implementing TROs, is important.