

034.0092RS01

Project Name:	034.0092 Hayling Billy Pub, Hayling Island
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Document Name:	Refuse Statement
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- 1.1 Comments have been made by the Highway Officer regarding the potential for conflict between the refuse vehicle and pedestrians whilst the site is being serviced.
- 1.2 Refuse collection is proposed from the Elm Grove roadside in line with the current arrangements for a number of units within proximity of the site and on Elm Grove. A zebra crossing is located approximately 8m south of the access to the bin store.
- 1.3 The Highway Officer comments relate to the refuse vehicle waiting on the zig-zag road markings which extend 15m north of the zebra crossing on Elm Grove. Rule 191 of The Highway Code states:

“You must not park on a crossing or in the area covered by the zig-zag lines...”

- 1.4 It is noted through the refuse collection statement previously submitted that the refuse vehicle will service the proposed site every two weeks, alternating between domestic and recycling waste. The zig-zag lines of concern extend 15m north of the zebra crossing, and approximately 11m north of the proposed refuse store. From this location the site can be serviced effectively without need to wait or park on the zig-zag lines. This is considered acceptable given the frequency of the service, and the limited time that the refuse vehicle will be waiting on the highway. The responsibility will therefore rest with the waste collection workers to adhere to the Highway Code and not park their vehicle on the zig-zag lines.
- 1.5 The proposals are considered to improve the safety of the Elm Grove carriageway given that the existing Hayling Billy car park access is to be stopped up therefore reducing the frequency of vehicle movements onto Elm Grove within vicinity of the aforementioned pedestrian crossing.
- 1.6 Overall, the development proposal will reduce the risk for conflict between vehicle movements and pedestrians using the zebra crossing. In line with the servicing arrangements the refuse vehicle should wait north of the existing zig-zag road markings, and effectively service the site from this point. Given the proposed frequency in which the site will be serviced along with the distance from the pedestrian crossing and the refuse vehicle; this arrangement is considered to have no impact on the operational safety of the Elm Grove carriageway with regard to all road users.