

**Open Report on behalf of Richard Wills, Executive Director for
Environment and Economy**

Report to:	Planning and Regulations Committee
Date:	15 February 2016
Subject:	London Road, Grantham – Proposed Waiting Restrictions

Summary:

The purpose of this report is to consider the objections received during the formal consultation to introduce a No Waiting At Any Time Traffic Regulation Order (TRO) at the entrance to the Retail Park, extending southwards to ensure greater visibility for exiting motorists and a No Waiting Mon-Fri 6am-6pm TRO starting from the existing waiting restrictions at the Station Road East junction and continuing to the proposed No Waiting At Any Time restrictions.

Recommendation(s):

It is recommended that the Committee agrees that the objection should be overruled and that the Orders be confirmed as proposed at consultation.

1. Background

1.1 London Road (A52) is an arterial route through Grantham, carrying both commuter and industrial traffic. The width of London Road has been measured at 14m but narrows to 10.5m at the section to be affected by the proposed waiting restrictions. Therefore consideration has been given to the narrowing of the road, which is compounded by parked vehicles along the Western side.

1.2 It has become increasingly apparent that parked vehicles are causing difficulty for motorists exiting the London Road Retail Park. The proximity of parked vehicles to the entrance/exit to the Retail Park prohibits exiting motorists from being able to view oncoming traffic due to reduced visibility. Furthermore, vehicles approaching from the direction of Gainsborough Corner (travelling North) are unable to see pedestrians crossing the Retail Park entrance prior to turning into the access. Therefore in the interests of public safety it is proposed to restrict waiting in this area to aid visibility and, therefore, highway safety.

1.3 After concerns from local businesses had been received, inspections were carried out to assess traffic flow and vehicular safety in this area, as part of the overall review of waiting restrictions within the Grantham area. From these investigations the proposed waiting restrictions were identified.

2. Proposal

2.1 To introduce waiting restrictions along the Western side of London Road, Grantham for a distance of 107m approximately. This is made up of approx. 51m of single yellow line; No Waiting Mon – Fri 6am-6pm, and 56m approx. of double yellow lines; No Waiting At Any Time restrictions.

3. Consultations

3.1 The initial statutory consultations for this scheme took place between 17 February 2015 and 24 March 2015. After considering comments received alterations were made and statutory consultees advised on 27 July 2015. The proposal was then publically advertised between 28 August 2015 and 25 September 2015. Local Councillors had approved the proposals prior to the public consultation.

3.2 Councillor Comments:

County Councillor Charmaine Morgan: 'I would support extending the existing no parking on the corners of the entrance to the London Road Industrial Estate by a further vehicle's length, to help improve visibility here.' However Cllr Morgan has expressed concern about further restrictions in the area.

County Councillor Ray Wootten and District Councillor Nick Craft both stated that the restrictions in the initial plan should be extended by 40m and 50m respectively. These views were considered and incorporated in the proposal being reviewed by this Committee.

4. Objections

4.1 During the public consultation process an objection was received from a member of the public. The objection was made up of several issues, mainly objecting to the loss of on street parking in the area, leading to losses to local businesses, and that the road width is sufficient to allow appropriate flow in this area. The objection was made up of the following issues:

- i) As the road is suitably wide enough along this section, it will make little difference to the movement/flow of traffic in this area.
- ii) Allowing exemptions, such as Disabled Parking, Loading/Unloading etc. would defeat the object of having a No Waiting area and back up my first point.
- iii) It is a valuable piece of free on street parking for local people.

- iv) Too many free on street parking spaces have been lost already, some have been justified. This is not.
- v) Local businesses may suffer as a result of your plan.
- vi) Grantham and its residents are already suffering as a result of creeping parking restrictions and free spaces lost all around the town, restrictive road changes and poor markings. This proposal is another unnecessary burden.

5. Comments on Objections

5.1 We would make the following comments to the respective issues raised by the objector as follows:

- i) Whilst the road may be of an appropriate width for effective traffic movement and flows, the proposal has been made upon safety grounds with regard to motorists exiting the Retail Park, and pedestrians crossing across the access.
- ii) The exemptions alluded to are the usual freedoms associated with such restrictions.
- iii) With regard to Issues iii), iv) and vi) above, as previously alluded to, Grantham as a whole is undergoing a thorough and comprehensive review of existing parking restrictions. This is in light of the growth, both industrial and residential, in the town centre itself, and its outskirts. As is to be expected with continuing development, the numbers of cars vying for parking spaces increases whilst the number of spaces remains finite, unfortunately in this area, it is to the detriment of other motorists and pedestrians. Each and every change to a TRO is consulted upon and assessed upon its own merits.
- v) The proposal can be viewed as having a positive impact to businesses in the area, both local independent businesses and national chains. As the restrictions will increase visibility when entering and exiting the Retail Park it will become a more favourable location to visit, thereby positively impacting upon the shops within the Retail Park. Furthermore, that the parking restrictions are solely in place Monday - Friday, the area is available for public parking free of charge during the weekend when one would expect demand to be at its highest. Currently the vehicles in this area have been seen to be parked for several days at a time, including over the weekends, therefore, installing these restrictions will no doubt lead to more parking for local people and businesses, not less as the objector claims.

6. Conclusion

6.1 Whilst the objection issues have been noted it is recommended that the objection is overruled on this occasion. The proposal has been raised upon safety grounds and to reduce as far as practicable the likelihood of an incident occurring

when vehicles enter/exit the Retail Park. Moreover, the proposal received the overwhelming support of the Retail Park businesses in a meeting with LCC Highways and Councillors.

a) Policy Proofing Actions Required

N/A

Appendices

These are listed below and attached at the back of the report	
Appendix A	Location Plan
Appendix A1	Wider Location Plan
Appendix A2	Satellite Location Plan
Appendix B	Consultation Letter
Appendix C	Photographs
Appendix D	Public Notice

Background Papers

No background papers within Section 100D of the local Government Act 1972 were used in the preparation of this report.

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