



**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>4 September 2023</b>
Subject:	<b>Pinchbeck, various roads – proposed waiting restrictions</b>

**Summary:**

This report considers objections to proposed waiting restrictions, bus stand and bus stop clearway at Knight Street, Forge Crescent, Fennell Road and Westfield Drive, Pinchbeck.

**Recommendation(s):**

That the Committee overrules the objections so that the Order, as advertised, may be introduced.

**Background**

Pinchbeck East C of E Primary School contacted us regarding issues relating to on street parking generated by parents accessing the site via the vehicular access off Knight Street and pedestrian accesses off Forge Crescent and Fennell Road. A request was made for a school safety zone to be introduced in the surrounding area, to try to manage on street parking and traffic speed at school start and finish times. School safety zones are advisory schemes and therefore cannot be enforced so proposals to manage parking by means of enforceable waiting restrictions at the above locations have been developed as an alternative. In addition, buses associated with school activities currently park within the residential area so the provision of a bus stand on Knight Street has been included within the proposals, along with a bus stop clearway to keep the existing bus stop clear of parked vehicles outside the operational times of the current waiting restriction. A section of waiting restriction to apply at school start and finish times is proposed on the north side of Knight Street to maintain a clear route for through traffic whilst the bus stand and bus stop may be in use.

The extents of the restrictions and provision for buses are shown at Appendices B and C.

**Objections**

Four objections have been received to these proposals. There are concerns that the restriction on parking at the end of Forge Crescent will prevent residents and their visitors

from parking on street close to properties. This will present a security issue and affect property values, so would therefore penalise residents rather than parents parking in the area, in particular, those who are disabled. A preferred option would be to limit the restrictions to apply at school start and finish times during term time only.

A business on Knight Street objects to the proposed waiting restriction here as this may result in more parents using their private car park, compromising access for customers visiting their premises. Citing the school as the cause of the issues in these streets, it has been suggested that parking provision for parents should be made available within the school site.

### **Comments**

The objections received have been noted. In order to mitigate the effect of parking restrictions on residents, 24 hour restrictions have been proposed only within turning areas, at junctions and where the route into Forge Crescent and Westfield Drive is too narrow to support parking on both sides of the carriageway. Parking in turning heads should be avoided where possible so the safe manoeuvre of vehicles can take place. Those with a Blue Badge however may park for up to three hours on yellow lines where it is safe to do so.

The proposed waiting restrictions on Knight Street replace an 18m long H bar marking across the access to the private car park and restrict for a further 32m eastwards. These will apply around school start and finish times only and unrestricted parking will remain for a further 50m beyond. As previously stated, these are proposed to maintain traffic flow when the bus stand is in use. The private car park lies outside the jurisdiction of the County Council and therefore the management of access to it lies with its owner.

### **Conclusion**

The aim of these restrictions is to manage the increase in on street parking demand associated with the school. The extents proposed are the minimum required to promote safety for drivers and pedestrians in the vicinity of the pedestrian accesses, whilst mitigating their effect on residents in the area. The provision for buses on Knight Street will further relieve the pressure for on street parking in the residential area, and the restrictions here will protect the access to the private car park and maintain traffic flow during busy periods.

### **Consultation**

The following were consulted with regard to these proposals: Local Member, South Holland District Council; Pinchbeck East Parish Council, Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; Pinchbeck East primary School.

The proposals were advertised in February and all residents and businesses in the area were in receipt of the consultation documents.

**a) Risks and Impact Analysis**

None carried out

**Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Proposed Waiting Restrictions
Appendix C	Detail of proposals at Knight Street

**Background Papers**

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Consultation documents and correspondence	Available on request

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