

## Regulatory and Other Committee

<b>Open Report on behalf of Richard Wills, Executive Director for Environment and Economy</b>
---

Report to:	<b>Planning and Regulations Committee</b>
Date:	<b>6 June 2016</b>
Subject:	<b>Proposed Installation of Waiting Restrictions – Church Lane, Crowland</b>

**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 Church Lane (junction with East Street) in Crowland.

**Recommendation(s):**

That the Committee agrees that the objections be overruled and that the order be confirmed as proposed at consultation.

### 1. Background

1.1 A meeting was held with local residents during which the issues at this location with regard to obstructive parking and pedestrian access were raised. Photographs were also produced showing the issues and concerns have also been raised by County Council Officers about how this parking affects visibility, traffic flows and access.

1.2 This location is a relatively narrow carriageway on a sharp bend. Therefore when vehicles are parked visibility and access for both vehicles and pedestrians is impeded.

1.3 The carriageway at Church Lane has been measured as a maximum of 10 metres wide with the narrowest point being 4.5 metres wide at the location to be affected by the proposed waiting restrictions. There is a footway along the east side of the road only, which is 1.8 metres wide along the bend but narrows down to 0.5 metre in places.

### 2. Proposal

2.1 The proposal is to install waiting restrictions along Church Lane from the junction of Abbey Walk in a northerly then easterly direction for a total distance of 85 metres (Appendix A).

### 3. Consultations

3.1 The local Member, Councillor Nigel Pepper, was consulted initially on 4 September 2015 (Appendix B & Bi) and responded with comments to the proposal. An exchange of correspondence with the Highway Officer led to a formal objection being submitted.

3.2 The second phase of the consultation process was carried out on 10 November 2015 (Appendix C) and responses were received from Lincolnshire Road Safety Partnership and Crowland Parish Council which were not recorded as objections. District Councillor Jim Astill responded in support of the proposals and an objection was received from District Councillor Bryan Alcock.

3.3 The public consultation was then carried out (Appendix D) and an objection was received from a local resident as below and also a letter from another member of the public was received suggesting that the proposed waiting restriction be installed but in a shortened layout.

#### **4. Objections**

4.1 An email was received on 19 October 2015 from Councillor Nigel Pepper formally stating his objection. Whilst he agrees that it makes sense to regularise a situation whereby vehicles are parking on a bend, he believes that it is unnecessary to extend the waiting restrictions to the pedestrian access to Crowland Abbey.

4.2 An email was received on 1 December 2015 from District Councillor Bryan Alcock who objects on the basis that there is not an issue at this location in his opinion. He also states that the enforcement of this restriction cannot be guaranteed as the current enforcement is patchy.

4.3 A letter of objection was received on 7 March 2016 from a local resident. The objection states that when the properties in the location were built there were no motor cars and therefore no provision was made for off-road parking. At times when the Abbey Church has events, visitors arrive by car and park in the local streets having no care for the effect this has on local residents. Any restrictions on parking would have a detrimental effect on local residents and we should therefore offer local residents a residents parking scheme.

#### **5. Comments on Respective Objections**

5.1 The layout for the proposed waiting restrictions was designed to encompass the entire length of road that is of concern to the residents and the County Council Officers. The accesses to the car park and the pedestrian access to the Abbey were within the restricted area to ensure that they were not blocked at any time by parked vehicles. This would also ensure that the nearby junction with East Street was not impeded in any way. There have been comments made about vehicles from funeral and wedding corteges not been able to 'park' at the gates but these vehicles would be included in the exemption for this proposed legal order.

5.2 Evidence has been presented to the local Area Highways Team to show that there is an issue generally at this location and has been followed up by visits from the Highways Officers. The positioning of the bend, junctions, the width of the available carriageway and the footway width show that road safety would be improved for both drivers and pedestrians by implementation of these proposals. Enforcement is now carried out by Civil Parking Enforcement Officers and there is clear evidence to demonstrate that this is happening in the Crowland area.

5.3 The proposed waiting restrictions are for any time and not limited to infrequent times when the local church and Abbey hold events. There is a car parking facility at the Abbey Church and if this is insufficient for the amount of visitors that are expected to an event this is a matter for the event organisers to address. Lincolnshire County Council does not operate resident parking schemes. This is a District Council function and South Holland District Council do not currently operate a residents parking scheme within their area.

## **6. In Support**

6.1 Email dated 8 December 2015 from District Councillor Jim Astill confirming that he fully supports this proposal.

## **7. Conclusion**

7.1 Taking account of the needs of the residents is important when considering any traffic regulation order proposal. However, it has to be recognised that on-street parking needs to be managed and controlled to try and give the most appropriate and best outcome for all highway users (including pedestrians, motorised and non-motorised vehicles) with due regard to the highway safety.

7.2 With this in mind, the reasons for implementing these proposals outweigh the objections put forward and it is for these reasons that officers recommend the objections are overruled and the scheme is implemented as consulted on and advertised.

### **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 B	Consultation Letter
Appendix Bi	Consultation Plan
Appendix C	Second Phase Consultation Letter
Appendix D	Public Notice
Appendix E	Photographs

### **Background Papers**

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

This report was written by Maxine Stukins, who can be contacted on 01522 782070 or LCCHighwaysSouth@lincolnshire.gov.uk.

This page is intentionally left blank