

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

Report to:	Planning & Regulation Committee
Date:	02 October 2017
Subject:	Lincoln Transport Hub Various Locations - Proposed Permanent Traffic Regulation Orders

Summary:

This report considers objections received to proposed traffic regulation orders to alter waiting and loading restrictions at various City Centre locations in support of infrastructure changes brought about by the construction of Lincoln's new Transport Hub.

Recommendation(s):

The Committee agrees that the objections be overruled and the orders be confirmed as proposed at consultation.

Background

- 1.1 The Lincoln Transport Hub scheme is a regeneration project in the City Centre which aims to promote a more accessible and attractive gateway to the City. It includes a new bus station, pedestrian plaza, multi-storey car park and improvements to Lincoln Central railway station. The resultant changes to highway infrastructure as well as the reduction in traffic flows on St Mary's Street following the re-routing of the A57 via the East/West link, has provided an opportunity to reassess traffic management and parking arrangements in this area and at two other locations.

Existing Conditions

- 1.2 Prior to the development of the Hub St Mary's Street supported three traffic lanes and parking was restricted throughout, except for bus drop off/pick up on the north side and a taxi rank on the south side adjacent to the railway station forecourt. A staggered pedestrian crossing facility operated at Mary's Street and the former Norman Street.

Proposals

- 1.3 The proposed traffic regulation orders aim to retain existing facilities where possible but also to introduce and enhance provision for cyclists, pedestrians and buses. A new pedestrian crossing point is proposed between the railway station and bus station to improve connection for

pedestrians. New mandatory with flow cycle lanes are proposed on both sides of St Mary's Street and half of the former taxi rank is to be replaced with a bus stand. The remainder of St Mary's Street, Oxford Street, new link to A15 northbound, Pelham Street and the pedestrian plaza will be subject to a no waiting and no loading restriction (Appendix B). Additional proposals include an extension to the existing limited waiting bay for buses on Wigford Way and a new bus stop clearway at St Swithin's Square (Appendix C).

Consultation

- 1.4 The statutory consultation process for these proposals took place in June this year. Consultees included: County Councillors and District Councillors; City of Lincoln Council; Police, EMAS and Lincolnshire Fire and Rescue; Road Haulage Association and Freight Transport Association; National Express, local bus companies and taxi operators; Sustrans and Cyclist Touring Club; Lincoln Central railway station; various organisations representing local businesses, the disabled and visually impaired; all businesses, residents and premises potentially affected by the proposals. The area affected is covered by two County Councillors, one of which has confirmed their support for the proposals and one who has yet to comment.

The proposals were publicly advertised in the local press and on site from 13 July to 10 August.

Objections

- 1.5 A number of objections have been received to the reduction in length of the taxi rank on St Mary's Street, in order to provide a 24 hour bus stand. There are concerns that the overall on street provision for Hackney Carriages in Lincoln is inadequate which impacts on their availability to the public as part of the public transport infrastructure of the City. Objectors agree that space on the highway network from which they may operate was inadequate prior to the development of the Transport Hub and that this will be exacerbated further by the proposed bus stand.

Comments

- 1.6 The aim of the regeneration of St Mary's Street as the route through the Transport Hub is to promote its use by all highway users and to ease transition between different modes of transport. As a consequence competition for space within the highway is high and a degree of compromise has been required in order to achieve this.
- 1.7 Changes to the access and layout arrangements in the railway station forecourt means that the buses which replace cancelled rail services can no longer collect passengers within this area. It has been necessary therefore to identify a location in the highway where this activity can be catered for via the installation of a bus stand. With the introduction of cycle lanes on St Mary's Street and the need to restrict parking elsewhere to maintain traffic flow, the only viable location for this facility is within the area currently occupied by the taxi rank.

Conclusion

1.8 The traffic regulation orders proposed will enhance the benefits brought by the development of the Transport Hub. Although it is proposed to replace half of the existing taxi rank with a bus stand, this will serve to bring about an overall improvement to facilities for all highway users, in particular for pedestrians and cyclists, encouraging modal shift and streamlining the interface between these modes of transport, bus and rail travel.

Consultation

a) Have Risks and Impact Analysis been carried out??

No

b) Risks and Impact Analysis

n/a

Appendices

These are listed below and attached at the back of the report	
Appendix A	Overview of areas affected
Appendix B	St Mary's Street
Appendix C	Other City Centre locations affected

Background Papers

This report was written by Jeanne Gibson, who can be contacted on 01522 782070 or jeanne.gibson@lincolnshire.gov.uk.

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