

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

Report to:	Planning and Regulation Committee
Date:	05 February 2018
Subject:	Wragby Road/Bunkers Hill, Lincoln - Proposed Traffic Regulation Orders and New Pedestrian Crossing Facilities

Summary:

This report considers traffic regulation orders designed to enhance the outcome of the forthcoming highway improvement scheme programmed at the above location. For consideration are a number of objections received to a new waiting restriction proposed at Wragby Road, Lincoln (overview plan at Appendix A)

Recommendation(s):

That the Committee agrees that the objections be overruled and the order be confirmed as amended following the consultation stage.

1. Background

- 1.1 Congestion occurs at the crossroads junction of A15 Wragby Road, B1308 Outer Circle Road and Outer Circle Drive, particularly at peak times, where queue lengths can impact on the surrounding road network. Following the success of highway improvement schemes at Canwick Road and Newark Road in recent years funding is now available for a similar 'congestion busting' scheme at this location. The benefits of this scheme will include additional and wider running lanes to increase traffic flow and ease vehicle movement, and extensions to the available space for queuing traffic on the Wragby Road and Outer Circle Road approaches. The capacity of this junction will be increased and congestion will reduce. The extent of the highway improvement scheme is illustrated at Appendix C. In order to enable the full benefits of this scheme to be realised it will be necessary to introduce a restriction on parking at some locations in the area.

Existing Condition

- 1.2 Two contributory factors to the reduction in capacity at this junction are:

- Insufficient width on the westbound approach on Wragby Road which results in left turning traffic queuing back to a point where access to the dedicated ahead/right turn lane is blocked.
- The presence of a pedestrian refuge on Wragby Road and on-street parking on the north side reduces the stacking length of eastbound queues, and access to the ahead/left turn lane is regularly blocked by the queue of traffic waiting in the right turn lane.

Proposals

- 1.3 Firstly, to allow an extension to the westbound left turn lane on Wragby Road it is proposed to revoke the existing limited waiting bays sited within two laybys, which will be incorporated within a widened carriageway where a 24 hour waiting restriction is proposed.
- 1.4 Secondly, to enable the provision of two approach lanes on the eastbound leg of Wragby Road the pedestrian refuge will be removed and a restriction on parking to apply from 8am – 6pm, Monday – Friday is proposed on the north side adjacent to property numbers 235 – 277 (see Appendix B)

Objections

- 1.5 A number of objections have been received, specifically to the proposed restriction on parking outside numbers 235 – 277 Wragby Road. Concerns have been raised with regard to removing parking from outside residents' homes and the implications this might have for vehicle security and property value. Also there is a belief that the availability of on-street parking on the south side of Wragby Road as an alternative during the day is limited owing to the number of vehicles which park there to visit local businesses.
- 1.6 No objection has been received to the other restrictions proposed

Comments

- 1.7 The original 8am – 6pm parking restriction proposed on the north side of Wragby Road was for it to apply every day. However, following the receipt of objections the proposal was re-evaluated and it was concluded that the restriction could be relaxed to apply Monday – Friday only without detriment to the highway scheme. Although this was communicated to the objectors they wish for their objections to remain.
- 1.8 Should the revised proposal be approved on-street parking will remain at all times on the south side of Wragby Road and will be permitted on the north side at weekends and after 6pm/before 8am on week days. Analysis of parking in the area indicates that during weekday mornings and afternoons available space on the south side generally exceeds the number of vehicles parked on the north side, which suggests that these could be accommodated on the north side if necessary.

- 1.9 Wragby Road is designated as a principal road (A15) and will remain so following completion of the Lincoln Eastern Bypass, when it will be reclassified as the A1434. As such it will continue to be a strategic route within the highway network and improving its capacity is crucial to maintaining it as an effective transport link into and out of the city.

2. Conclusion

The parking restrictions proposed are required to secure the full benefit of the forthcoming £2 million investment in highway infrastructure at this location. The measures proposed to remove on-street parking for the purposes of increasing queuing capacity will ensure that the improvement scheme will operate to its full potential.

3. Consultation

The statutory consultation process for these proposals took place last October. Consultees included: the local Member and District Councillors; City of Lincoln Council; Police, EMAS and Lincolnshire Fire and Rescue; Road Haulage Association and Freight Transport Association; local bus companies; organisations representing the disabled and visually impaired; all businesses, residents and premises potentially affected by the proposals.

The Local Member has confirmed their support for the proposals, which were publicly advertised in the local press and via notices on site last November

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

b) Risks and Impact Analysis

Appendices

These are listed below and attached at the back of the report	
Appendix A	Overview plan - Wragby Road, Lincoln
Appendix B	Approach lanes and restriction on parking – Wragby Road
Appendix C	Extent of the highway improvement scheme

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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