

Agenda Item 4.2



Regulatory and Other Committee

Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Planning and Regulation Committee
Date:	3 December 2018
Subject:	Waterside South, Lincoln - Proposed Restricted Parking Zone and Changes to Parking and Loading Restrictions

Summary:

This report details objections received to an experimental traffic regulation order brought into effect in July 2017 at Waterside South in the area of City Square, Lincoln. It imposes a restriction on parking throughout the area, except where bays are provided for disabled parking and for loading / unloading by goods vehicles.

Recommendation(s):

That the Committee agrees that the objections be overruled and the restrictions imposed by the experimental order be made permanent.

1. Background

- 1.1 Waterside South is accessed by vehicles off the north bound section of the A15, Melville Street and runs westwards to City Square and beyond to the rear of Boots and Wilko's. It is subject to high pedestrian flows with linkage to the north of the River Witham via Mayfield Bridge. Following redevelopment in the Cornhill area some of the Central Market provision operates from City Square and other activities and events regularly take place here (general location plan is at Appendix A).
- 1.2 The permanent traffic regulation orders in place at Waterside South are:
 - No waiting at any time restriction
 - Prohibition of driving except for loading before 10am and after 4pm (loading permitted all day for vehicles >1.5T).
- 1.3 During the last few years the number of vehicles parked in this area has steadily increased as Blue Badge holders may park on double yellow lines for up to 3 hours. In theory the prohibition of driving order should restrict access by all vehicles less than 1.5T in weight between 10am and 4pm. However violation of this 'moving' offence occurred routinely owing to lack of enforcement by the police, a situation which is unlikely to change given

police priorities at this time. This being the case Blue Badge holders regularly accessed Waterside South to park throughout the day which began to disrupt access for vehicles delivering to local businesses, increase the likelihood of conflict between vehicles and pedestrian activity, and gave the area the general appearance of a car park.

- 1.4 Early in 2017 formal requests were received from local businesses, the Lincoln Business Improvement Group and from the City of Lincoln Council for the existing traffic order in Waterside South to be investigated with a view to reclaiming the area as a safe, pedestrian friendly environment as opposed to an area accommodating large numbers of moving and parked vehicles. In addition the negative impact of parking on access to businesses for deliveries would need to be addressed.

- 1.5 **Proposal**

On 18 July 2017 an experimental order was implemented as illustrated at Appendix B and was advertised on site for a period of six months. This brought into effect a restriction throughout the area on parking and loading except for those vehicles entitled to park in the bays marked for disabled parking and for loading by goods vehicles, including the cul-de-sac to the rear of Boots and Wilco's. The prohibition of driving restriction was revoked as part of this order.

- 1.6 **Consultation**

The consultation process for this experimental order took place in June 2017. The local Member and District Councillors were contacted for their input, along with the emergency services, the City of Lincoln Council, Lincoln BIG and all businesses and premises in the area. Additionally a number of groups representing the disabled and elderly were consulted.

- 1.7 **Objections**

No objections were received to the proposals from those individuals and organisations included in the consultation exercise but twelve were received from members of the public following public advertisement. A common theme of the comments raised cited the lack of alternative parking provision for Blue Badge holders in this area of the City as justification for retaining on street parking at Waterside South. The provision of a 4 space bay for disabled parking was viewed as unfair to Blue Badge holders and would act as a deterrent to shopping in Lincoln. Some objectors believe the disabled bay is located too far from City Square and that it should be extended to replace some of the proposed loading bay on Waterside South.

- 1.8 All the objections to the order were received during August 2017 and none have been received since that time. One letter of support had been received.
- 1.9 No objections have been received to the proposed loading facilities provided at Waterside South and in the cul-de-sac, or to the revocation of the prohibition of driving restrictions.

1.10 Comments

As part of the design of this scheme an option to allow disabled parking in Waterside South at certain times was considered. However, those pursuing change in the area were concerned that retaining parking here at any time would still compromise the aims of any revised restrictions. The proposals reflect this by restricting parking to specific areas away from City Square. This serves to improve public safety by reducing the potential for conflict between pedestrians and vehicles, and removes obstruction into the area by larger and emergency vehicles. In terms of the environment this will be enhanced by the reduction in traffic flow and numbers of parked vehicles which in turn will support recent investment and redevelopment in neighbouring Cornhill and at the Central Market, part of ongoing works to regenerate the City Centre.

- 1.11 Objectors are concerned about the loss of parking at this location. However on street parking bays are available nearby on Thorngate, Saltergate and in Free School Lane and at other locations within the City Centre. The new Central Car Park has a pedestrian link to Sincil Street and provides 39 spaces for Blue Badge holders on the ground and first floors. There is a charge for use of this car park but a dispensation for Blue Badge holders is in place.
- 1.12 The revocation of the prohibition of driving restrictions on Waterside South has not attracted adverse comment and it can be observed on site that the reduction in on street parking provision has resulted in a significant drop in the numbers of vehicles driving through the area. The location of the disabled parking bay allows Blue Badge holders to see on entering from Melville Street if space is available to park and if not, they can then safely manoeuvre out of Waterside South away from the high numbers of pedestrians in the vicinity of City Square. Additionally, the removal of this restriction on access is beneficial to the Police who will no longer be required to enforce it.

2. Conclusion

This experimental traffic order has been in place for 16 months and the benefits it has brought to the area are clear in terms of reduced traffic movements and on street parking. Vehicular access is maintained at all times for deliveries to businesses and emergency vehicles and whilst the concerns of Blue Badge holders is noted, alternative provision for disabled parking is available nearby.

Appendices

These are listed below and attached at the back of the report	
Appendix A	General Location Plan
Appendix B	Detail of Experimental Traffic Order

Background Papers

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