

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

Report to:	Planning and Regulation Committee
Date:	02 March 2020
Subject:	Bourne, Gladstone Street - Proposed Waiting Restrictions

Summary:

This report considers objections to the proposed introduction of waiting restrictions at Gladstone Street intended to facilitate vehicle flows at its junction with the A15, North Road.

Recommendation(s):

That the committee overrules the objections and supports the public advertisement of the proposed shorter length of restriction as shown at Appendix C.

1. Background

- 1.1 Gladstone Street is a cul-de-sac serving approximately 80 properties, most of which have limited off street parking facilities. As part of the strategic road network North Road carries a high volume of traffic throughout the day. An unsegregated footway/cycleway operates on the west side, crossing the junction with Gladstone Street. There are currently no parking restrictions at this location and no personal injury accidents have been reported during the last five years. Its proximity to the centre of Bourne is shown at Appendix A.
- 1.2 A request has been received for parking restrictions to be introduced at the junction of Gladstone Street and North Street as vehicles parking here is obstructing traffic flow. In response the site was monitored and it was observed that vehicles turning into Gladstone Street were on occasion having to wait for traffic to travel along the street and exit onto the main road. Insufficient space could then result in vehicles backing up onto the A15, disrupting traffic flows and obstructing the safe passage of pedestrians and cyclists trying to cross the junction.
- 1.3 To ensure that sufficient space will be available for vehicles to wait for outgoing vehicles a proposal to introduce double yellow lines along both sides for a distance of 45m (as shown at Appendix B) was subject to statutory consultation in February 2019 and was publicly advertised in the following June.

- 1.4 Support for the proposed length of restriction was received from the local Member, Bourne Town Council and the local PCSO.
- 1.5 Thirteen objections and a petition to the proposed extent of the restrictions were received from residents of Gladstone Street. Whilst most of the objectors agree that some form of restriction at this junction is necessary the consensus is that the 45m proposed is excessive and should be reduced. Removing parking to this extent will exacerbate existing pressures on parking for residents and may displace parking onto the A15. As Gladstone Street is a cul-de-sac there is little traffic and opposing flows are occasional. There is a view that much of the parking close to the junction is by non residents so the scheme will unfairly penalise those living in the area.
- 1.6 In the light of these objections further consideration was given to the extent of the restrictions proposed. As a result a reduced length of 20m on both sides was considered sufficient to achieve the aims of the scheme and further consultation took place on this revised proposal (as shown at Appendix C).
- 1.7 In response the local Member, Town Council and PCSO confirmed their support for the original proposal. However, whilst some residents still objected to the shorter length of restriction (two), nine letters of support from residents were received with several requests that a residents parking scheme be introduced in Gladstone Street.

Comments

- 1.8 A number of residents have requested that a residents parking scheme is introduced in Gladstone Street. The decision as to where these schemes are implemented currently lies with the District Council which is responsible for their administration. Gladstone Street lies some distance from the centre of Bourne so may not be subject to high levels of commuter parking as will be the case in more central residential areas. For this reason conditions there are unlikely to justify a scheme at this time.
- 1.9 Although a 45m length of restriction was originally proposed, further observations on site have confirmed that the reduced length proposed will be adequate. The proposed 20m of restricted length will accommodate up to three waiting vehicles inside the junction of Gladstone Street should this be required to wait for and to manoeuvre around vehicles exiting the junction. As a cul-de-sac the occurrence of opposing numbers of vehicles beyond this number will be low.

2. Conclusion

- 2.1 Observations on site have confirmed that the reduced 20m length of restrictions proposed are considered sufficient to achieve the aims of the scheme and will allow vehicles, pedestrians and cyclists to negotiate the junction more safely. However the original proposal for a 45m length of restriction is supported by the local Member, PCSO and Town Council.

3. Consultation

Cllr. S Woolley; Cllr. D Mapp; Cllr Helen Powell
Lincolnshire Police; EMAS; Fire & Emergency Planning; Road Haulage Association; Freight Transport Association; Bourne Town Council; South Kesteven District Council; Lincs InterConnect Bus Service; Centrebus.

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	Location Plan
Appendix B	Bourne, Gladstone Street - Proposed Waiting Restrictions (original proposal)
Appendix C	Bourne, Gladstone Street - Proposed Waiting Restrictions (revised proposal)

Background Papers

Copies of objections

This report was written by Natasha Gault, who can be contacted on 01522 782070 or natasha.gault@lincolnshire.gov.uk.

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