

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

Report to:	Planning and Regulation Committee
Date:	18 January 2021
Subject:	Skegness, Roman Bank - Proposed Waiting Restrictions

Summary:

This report considers an objection to a proposal for a Traffic Regulation Order to amend waiting restrictions at Roman Bank, Skegness.

Recommendation(s):

That the objection is overruled and the Order as advertised be introduced.

Background

As part of current highway improvement works at Roman Bank a section of 24 hour waiting restriction is required on the east side of the road adjacent to No.s 158-166 to facilitate the passage of large vehicles around a newly constructed pedestrian refuge.

A request from a resident for additional unrestricted parking for residents in the area had been logged previously so the opportunity has been taken to reassess waiting restrictions along Roman Bank between Muirfield Drive and the Town Centre. The area is predominantly residential but the number of small businesses increases on the approach to the Town Centre.

Following a consultation exercise the proposals were advertised from 8th July to 25th August. The full extents of the proposed amendments are shown at Appendix A.

Proposal

Assessment of the existing restrictions on Roman Bank revealed that no unlimited on street parking provision was available for residents to park on street. It was also found that in some locations the restrictions were fragmented and inconsistent, resulting in a lack of clarity for those parking in the area. It was also noted that the 30 minute time limit on parking in the limited waiting bays did not always provide sufficient time for visits to local businesses

In summary the proposed amendments are as follows:

- The time period and hours of operation of all limited waiting bays to apply from 8am to 6pm, and for 1 hour as opposed to 30 minutes, with removal of the seasonal restriction so that these bays provide limited waiting all year round.

- A 3 hour time period will remain in all three disabled bays but the hours of operation and no return period will be amended to apply 8am – 6pm and 3 hours respectively, so as to provide consistency.
- The proposed extension to the disabled parking bay which is subject to objection will remove an isolated limited waiting bay. This is detailed at Appendix B.
- The single Taxi bay outside the Bingo Hall will be incorporated into the adjacent limited waiting bay and it is proposed that the hours of operation of the remaining Taxi bay will be extended from 9-10pm to apply between 6pm and 8am, therefore providing this service throughout the evening period. During the day it is proposed that this bay will revert to a limited waiting bay so that it serves a dual function.
- The existing limited waiting bay adjacent to No.s 58a – 90 Roman Bank will be revoked to provide an opportunity for residents to park on street in an area where commuter and seasonal parking is less likely to occur.
- All existing H-bar markings will be removed and replaced with double yellow lines to ensure that all accesses are protected and enforcement is clear.

Objection

One objection has been received from a local business following the public advertisement of these proposals. It raises concerns over the lack of loading facilities in the vicinity of the disabled parking bay where its extension is proposed, and requests that a dedicated loading bay is provided as an alternative. They refer to potential hazards associated with having to unload deliveries from a vehicle parked on the opposite side of the road and that the disabled parking bays are underused.

Comments

The provision of loading facilities was considered in the preparation of this scheme but given the high demand for on street parking and conditions in the area the existing arrangements for loading and unloading have been retained. This activity may take place within the limited waiting bays and on the double yellow lines at any time, and from the disabled parking bays before 8am and after 6pm. The objector's concern over safety when unloading from the other side of the carriageway is noted. However observations indicate that traffic is generally slow moving with frequent opportunities to cross the road with care. The provision of a loading bay in place of the disabled bay at the location shown at Appendix B would result in a gap of approximately 570m between availability of this facility. Although the objector asserts that the disabled parking bays are not well used our investigations revealed a high turnover of parking at all three bays on Roman Bank.

Conclusion

The restrictions proposed serve to rationalise on street parking and make the facilities clearer for road users. The extended time period for the limited waiting bays will maintain a turnover of parking and enable customers to visit multiple businesses during one stay, and the removal of a section of current restriction as described above will provide an opportunity for residents to park on street for an unlimited period.

Consultation

a) Risks and Impact Analysis

None carried out

The following were consulted with regard to these proposals: Local Member, East Lindsey District Council, Skegness Town Council, Skegness Taxi Associations, Lincolnshire Police, Fire & Rescue, East Midlands Ambulance Service, Stagecoach, PC Coaches, Brylaine, Grayscroft, Sleafordian Coaches, Road Haulage Association Ltd, Freight Transport Association, National Farmers Union, and all residents and local businesses along the affected length of Roman Bank.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Plan showing extend of proposed amendments to waiting restrictions.
Appendix B	Plan showing detail of area of objection.

Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
None	None

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