



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

Report to:	Planning and Regulation Committee
Date:	05 July 2021
Subject:	Long Bennington Main Road - Proposed Mandatory Cycle Lanes, Advisory Cycle Lanes and Waiting Restrictions

Summary:

This report considers objections received to a proposal to introduce mandatory and advisory cycle lanes and waiting restrictions along Main Road, Long Bennington as show at Appendix B.

Recommendation(s):

That the Committee overrules the objections and approves the proposal as advertised.

Background

Central Government has allocated funding to local authorities to support the introduction of schemes to increase travel choice and promote healthy living. In Lincolnshire a number of locations were assessed to see if schemes to increase connectivity through walking and cycling could be progressed. Officers were familiar with conditions in Long Bennington following a number of site surveys undertaken with regard to HGV parking to the north of the village. Given the existing cycle provision adjacent to the A1 to Newark a scheme to connect this to the village comprising both mandatory and advisory cycle lanes has been devised.

Existing Conditions

Main Road Long Bennington is subject to a 30mph speed limit northwards upto the village gateway, which lies just beyond the accesses to the sports facilities. Its remaining length is subject to the national speed limit.

The carriageway width on Main Road from its junction with Westborough Lane northwards to the A1 varies from 8.5 to 11 metres. The section north of the business park operates as a one way for southbound traffic as there is no vehicular access onto the A1 on this stretch. A short length of existing advisory cycle lane is in place on the approach to the A1 to facilitate access to the existing cycle lane.

General parking takes place mainly on the western side of the carriageway throughout the day and some parking by HGVs occurs overnight on the western side of the carriageway between the Sports Ground and the A1, and on the eastern side just north of Westborough Lane.

Proposals/Comments

A meeting took place in September 2020 between highway officers and the Parish Council, local Member and sports field representative to discuss the potential for cycle facilities in Main Road which would have the dual effect of restricting the ongoing issue of on street parking by HGVs in the area. Where the mandatory cycle lanes are proposed a 24 hour restriction on parking is put forward. However concerns regarding the negative impact of restricting parking at all times on visitors to the sports facilities were raised. To address this, where the advisory cycle lanes are proposed a restriction on parking Monday to Friday between 8am and 5pm is suggested leaving the evenings and weekends unrestricted. However in order to deter HGV parking on these lengths at any time, a restriction on parking by vehicles over 5 Tonnes in weight is proposed overnight on all days between 5pm and 8am.

These proposals are shown at Appendix B and the statutory consultation for them and their public advertisement took place concurrently from 12th February to 12th March 2021.

Eight objections were received to this scheme during its advertisement period. The points below summarise the issues raised:

- The cycle lanes are not needed as there are few cyclists using the route and therefore the scheme is a waste of money.
- Overnight parking by HGVs would be displaced into the main part of the village.
- The cycle lanes and the associated parking restrictions will cause parking and safety issues further into the village.
- The parking restrictions proposed will adversely affect the bowls club and the sports facilities which have visiting teams attending from elsewhere in the East Midlands.
- The proposed waiting restrictions prevent young families from accessing the playground and others from accessing the sports facilities.
- The provision of extra bins and public toilets would be enough to prevent HGV parking being an issue.

The following comments are made in response to the issues raised. In terms of meeting central government's aims to increase provision for walking and cycling this scheme meets that objective as it provides dedicated cycle facilities between Long Bennington village and existing provision alongside the A1. This in turn links to the B6326 west of Claypole and to further dedicated cycle facilities which extend from the Dale Way roundabout at Fernwood northwards into the centre of Newark. There is also a National Byway link to Hougham and Claypole using Westborough Lane to the east and north, and to National Cycle Route 64 to the east using Valley Lane.

The carriageway on Main Road is of sufficient width to accommodate segregated cycle lanes where the speed limit is 60mph, as for the majority of this length traffic is southbound only. A road safety audit report on the scheme has identified no safety issues and a further report will be commissioned following its introduction.

The proposals may displace some parking for visitors driving to the playground, sports facilities or bowling club and this is likely to relocate some 80 metres southwards of the entrance to the playground towards the main part of the village. However loading and

unloading can take place on the single yellow line proposed and passengers can be dropped off or picked up. Blue badge holders are permitted to park for up to three hours on single or double yellow lines where it is safe to do so.

Conclusion

In summary the proposed mandatory cycle lane would operate at all times with no loading or waiting allowed within it and the advisory cycle lane would be free of all parked vehicles from Monday to Friday between 8am to 5pm and free from HGV parking at all times. The scheme serves to provide a dedicated cycle facility linking existing cycle routes and also aims to reduce the impact of overnight HGV parking in this area of the village.

Consultation

a) Risks and Impact Analysis

None carried out

Long Bennington Parish Council; SKDC; Lincolnshire Police; EMAS, Lincolnshire Fire and Rescue; Road Haulage Association; Freight Transport Association; NFU; Highways England; SUSTRANS.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Proposal details

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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