



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

Report to:	Planning and Regulation Committee
Date:	13 May 2024
Subject:	Lincoln, Sincil Bank and Charles Street – Proposed one way orders, contraflow cycle lane and amendments to waiting restrictions.

Summary:

This report outlines objections received to the above proposals and potential options to mitigate the impact of the scheme in its current form.

Recommendation(s):

That the Committee

- (i) Supports the proposed contraflow cycle lane and one-way southbound on Sincil Bank, as shown in Appendix C
- (ii) Abandons proposals for a one-way southbound on Charles Street so two-way flow is maintained.
- (iii) Agrees to a statutory consultation for a change to the one-way order on Cross Street between Scorer Street and Portland Street from southbound to northbound, and a one-way westbound on Portland Street from Cross Street to Sincil Bank, to include an assessment for additional on street parking provision, as shown in Appendix H.

Background

Sincil Bank runs alongside Sincil Dike between Portland Street and the football stadium. It is a residential street and carries two-way traffic. It has been identified within the Lincoln Transport Strategy as an area which would benefit from highway and environmental improvements. As part of the national Levelling Up Initiative, government money has been provided through the Lincoln Towns Fund and the Lincoln Towns Board has confirmed that some of this funding will be directed towards fulfilling this element of the Transport Strategy.

Following engagement with local stakeholders and the community the County Council has developed a scheme to promote a 'green corridor' along this route, including a dedicated cycle facility, improved crossing points, environmental improvements and resurfacing

throughout. The scheme forms part of wider community works to enhance the area. Appendix B shows a visual of the finished scheme.

Scheme details

The proposed cycle facility comprises a contraflow cycle lane along the western side of Sincil Bank between Portland Street and Kirkby Street, and Scorer Street and Sausthorpe Street, and a traffic regulation order is required for this to be formalised. To accommodate the cycle lane and maintain existing footways and on street parking in the width available, a corresponding one-way traffic order is proposed to restrict traffic flow to southbound only so the carriageway width can be reduced. The proposed extents of the northbound cycle lane and one-way southbound are shown in Appendix C.

The community in Sincil Bank also raised an issue with vehicles using the area as a rat run between the High Street and Canwick Road and the East/West Link, particularly the route via Portland Street, Cross Street, Chelmsford Street and Charles Street. A proposal has therefore been put forward to restrict this route by introducing a one way southbound on Charles Street, also illustrated in Appendix C (inset).

As part of the scheme the opportunity has been taken to amend the waiting restrictions along this route to accommodate build outs and crossing points as shown in Appendices D and E.

A public engagement event to share the details of the scheme with the community took place in November last year to which all residents were invited. Following consultation with statutory consultees in February, the proposals were advertised in April and all residents and businesses in the Sincil Bank area received a copy of the consultation documents.

Objections

A total of twenty-eight objections have been received to the proposed cycle lane and one-way orders. Feedback from residents indicates strong concern regarding the negative impact of the southbound one-way on Sincil Bank and its effect on residents' ability to navigate through the area. The established one-way systems in place on many streets here already restrict routes to some extent.

For residents living within the northern area highlighted in Appendix F access will be restricted to via High Street and Portland Street only, and given the complexity of the existing one-way systems, many journeys by residents living to the south of these streets will also be disrupted by the addition of a one-way system on Sincil Bank.

Concern has also been raised regarding the proposed one-way on Charles Street. Again, this impacts on residents, further limiting their options for accessing the surrounding road network. Although designed to restrict a well-established rat run, the general view of objectors is that rather than deter drivers, these will continue to use Portland Street and extend their route through to St Andrew's Street, Ripon Street and onto Canwick Road, as shown in Appendix G. These streets carry two-way flow and high levels of on street parking so congestion will result and a higher number of residents will be affected.

In summary the consensus is that whilst the proposals may reduce the incidence of rat-running they will also severely reduce residents' options for vehicular access into and out of the area. Traffic flow will intensify on remaining links such as Scorer Street and Ripon Street and as a result, residents will face longer journeys leading to added inconvenience, congestion and pollution.

No objections have been received to the proposed amendments to waiting restrictions.

Comments

Owing to the impact on access for residents resulting from an additional one-way system on Sincil Bank the responses received indicate some opposition to the scheme. However, to enable it to be delivered in its current form the one-way order here will be required. To reduce the negative effect of this in terms of accessibility and convenience for residents the following options may be considered, and are shown in Appendix H:

1. A reversal of the current southbound one-way system along Cross Street between Scorer Street and Portland Street will reduce the potential impact on residents by restoring vehicular routes between the northern and southern areas,
This will require a further section of one-way westbound on Portland Street, but this will provide an opportunity for additional on street parking to be introduced here for residents in Zone 5D of the permit parking zone.
2. Anecdotal evidence suggests that since the introduction of the permit parking scheme, traffic volume within the Sincil Bank area has reduced. This being the case the need to deter access by drivers from outside the area has lessened. A withdrawal of the proposed one-way southbound on Charles Street may therefore be considered, taking into account the concerns raised by residents in terms of reduced access to the surrounding road network and the potential for extended rat runs through the area to develop if implemented.

Conclusion

The aim of these proposals is to improve the environment on Sincil Bank and encourage modal shift through the provision of dedicated cycle facilities as part of a package of community benefits.

The concerns of residents are acknowledged however and to address these, amendments to the proposals have been put forward together with a potential new proposal to facilitate delivery of the original scheme.

Consultation

The following were consulted with regard to these proposals: Local Member, City of Lincoln Council, Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; Area Traffic Commissioners; Confederation of Public Transport; Stagecoach, Lincoln City Football Club, Refuse collection at Lincoln City Council and Police Sergeant for the area.

The scheme was advertised in April and all residents and businesses in the area were in receipt of the consultation documents.

The local Member was in support of the scheme.

a) Risks and Impact Analysis

None carried out

Appendices

These are listed below and attached at the back of the report	
Appendix A	Site location
Appendix B	Scheme visual
Appendix C	Detail of contraflow cycle lane and one way orders
Appendix D	Detail of amendments to waiting restrictions (north)
Appendix E	Detail of amendments to waiting restrictions (south)
Appendix F	Area of restricted access
Appendix G	Existing and potential rat runs
Appendix H	Potential new proposal to support existing scheme.

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
Consultation documents and correspondence	Available on request

This report was written by Jeanne Gibson, who can be contacted on 01522 782070 or at TRO@lincolnshire.gov.uk