



County Offices  
Newland  
Lincoln  
LN1 1YL

25 May 2023

**Planning and Regulation Committee**

A meeting of the Planning and Regulation Committee will be held on **Monday, 5 June 2023 at 10.30 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of business set out on the attached Agenda.

Yours sincerely

A handwritten signature in black ink that reads 'Debbie Barnes'.

Debbie Barnes OBE  
Chief Executive

**Membership of the Planning and Regulation Committee**  
**(15 Members of the Council)**

Councillors I G Fleetwood (Chairman), Mrs C L E Vernon (Vice-Chairman), P Ashleigh-Morris, T R Ashton, S A J Blackburn, I D Carrington, A M Hall, M Hasan, Mrs J E Killey, Mrs M J Overton MBE, N H Pepper, R P H Reid, N Sear, P A Skinner and T J N Smith



**PLANNING AND REGULATION COMMITTEE AGENDA  
MONDAY, 5 JUNE 2023**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
<b>1.</b>	<b>Apologies/replacement members</b>	
<b>2.</b>	<b>Declarations of Members' Interests</b>	
<b>3.</b>	<b>Minutes of the previous meeting of the Planning and Regulation Committee held on 9 May 2023</b>	<b>5 - 12</b>
<b>4.</b>	<b>TRAFFIC ITEMS</b>	
<b>4.1</b>	<b>Billingham, High Street and Bridge Street/Queen Street junction - proposed waiting restrictions</b>	<b>13 - 20</b>
<b>4.2</b>	<b>Stamford, New Cross Road and Rutland Terrace - proposed permit parking bays</b>	<b>21 - 30</b>
<b>4.3</b>	<b>North Hykeham, Meadow Lane - proposed 40mph speed limit</b>	<b>31 - 40</b>

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**Please note:** for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements

Contact details set out above.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Planning and Regulation Committee on Monday, 5th June, 2023, 10.30 am \(moderngov.co.uk\)](#)

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## PLANNING AND REGULATION COMMITTEE 9 MAY 2023

### **PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)**

Councillors Mrs C L E Vernon (Vice-Chairman), T R Ashton, I D Carrington, A M Hall, N H Pepper, N Sear, P A Skinner and T J N Smith

Officers in attendance:-

Jeanne Gibson (Programme Leader - Traffic), Neil McBride (Head of Planning), Martha Rees (Solicitor), Marc Willis (Applications Manager) and Rachel Wilson (Democratic Services Officer)

#### 91 APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors A M Austin and RPH Reid.

#### 92 DECLARATIONS OF MEMBERS' INTERESTS

Councillor I G Fleetwood (Chairman) declared that the location of the proposed restrictions in relation to agenda 4.4 were within his division for district, county and parish councils. However, he had not been consulted on these proposals and so was able to chair this item on the agenda.

#### 93 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND REGULATION COMMITTEE HELD ON 17 APRIL 2023

RESOLVED

That the minutes of the meeting held on 17 April 2023 be signed by the Chairman as a correct record.

#### 94 TRAFFIC ITEMS

#### 95 WEST ASHBY A153 MAIN STREET AND HORNCastle ROAD - PROPOSED 30MPH SPEED LIMIT

A report was received which invited the Committee to consider a reduction of the existing 40mph speed limit through Ashby to 30mph. investigations had indicated that this location may be considered a borderline case as defined in the Council's speed limit policy.

The Programme Leader – Traffic introduced the report and shared a presentation which detailed the areas under consideration.

One member commented that they were aware of this road and did not consider that there was a need for a reduction in the speed limit. Councillor A M Hall proposed that the reduction in speed limit be rejected, this motion was not seconded.

On a motion proposed by Councillor I G Fleetwood, and seconded by Councillor C L E Vernon, it was

RESOLVED (7 in favour, 1 against)

That the reduction in speed limit proposed be approved, so that the necessary consultation process to bring it into effect may be pursued.

96      A1175, DEEPING ST NICHOLAS - PROPOSED 30MPH SPEED LIMIT

A report was received which invited the Committee to consider investigations in the level of speed limit through the village of Deeping St Nicholas. Surveys indicated that this site may be considered a borderline case, as defined within the Council's speed limit policy.

The Programme Leader – Traffic introduced the report and shared a presentation which detailed the area under consideration.

Members commented that they knew the area well and welcomed any speed reduction on this road. The parish council was also in support of this reduction.

Clarification was sought regarding the use of mean speed to determine borderline cases.

On a motion proposed by Councillor N H Pepper, and seconded by Councillor P A Skinner, it was:

RESOLVED (unanimous)

That the reduction in speed limit be approved so that the necessary consultation process to bring it into effect may be pursued.

97      MARKET DEEPING, STAMFORD ROAD AND MILLFIELD ROAD - PROPOSED 30MPH SPEED LIMIT

A report was received which invited the Committee to consider a reduction of the existing 60mph on Stamford Road and Milford Road in Market Deeping to 30mph. Investigations had indicated that Stamford Road may be considered a borderline case as defined in the Council's speed limit policy.

The Programme Leader – Traffic introduced the report and shared a presentation which detailed the areas under consideration.

On a motion proposed by Councillor I G Fleetwood, and seconded by Councillor N H Pepper, it was:

RESOLVED (unanimous)

That the reduction in speed limit proposed be approved so that the necessary consultation process to bring it into effect may be pursued.

98      BARDNEY, HARVEY KENT GARDENS AND HENRY LANE - PROPOSED NO WAITING AT ANY TIME AND MANDATORY SCHOOL KEEP CLEAR MARKINGS

A report was received which invited the Committee to consider objections received to proposed restrictions on waiting and stopping at Harvey Kent Gardens and Henry Lane, Bardney.

The Programme Leader – Traffic introduced the report and shared a presentation which detailed the areas under consideration. It was noted that concerns had been raised by Bardney Primary School regarding on street parking on Henry Lane and Harvey Kent Gardens at school start and finish times, and the potential hazard this poses to drivers and pedestrians. In addition, this also resulted in obstruction for vehicles accessing Harvey Kent Gardens.

It was noted that there had been two objections to this scheme, one resident required parking close to their property for home support and were concerned that the restrictions would result in the displacement of parking. Another objector believed that parking would be displaced further west along Henry Lane and access in and out of their property would be made hazardous as a result.

Members commented that they were aware of a number of accidents in this location and that these restrictions needed to be in place as soon as possible. It was also commented that it was lucky that there hadn't been an accident involving a child considering the proximity to the primary school.

On a motion proposed by Councillor I G Fleetwood, and seconded by Councillor P A Skinner, it was:

RESOLVED (Unanimous)

That the objections be overruled so that the Order, as advertised, may be introduced.

99      LINCOLN, CROFT STREET - PROPOSED AMENDMENT TO PARKING BAYS

A report was received which invited the Committee to consider objections to a proposal to replace an existing 30 minute limited waiting bay and short section of two hour limited waiting bay in Croft Street, Lincoln, with a bay for use by Zone 2a resident permit holders.

The Programme Leader – Traffic introduced the report and shared a report which detailed the area under consideration. It was highlighted that officers had received representations from residents that felt these areas would be better used as permit parking only.

It was reported that four objections had been received, which raised concerns that the loss of short term on street parking would have a negative impact on the remaining businesses. However, officers were satisfied there was sufficient alternative parking available in the local area without the use of the identified bays.

On a motion proposed by Councillor I G Fleetwood, and seconded by Councillor P A Skinner, it was:

RESOLVED (Unanimous)

That the objections be overruled, so that the Order, as advertised, may be introduced.

100     LOUTH, MAYFIELD CRESCENT - PROPOSED WAITING RESTRICTIONS

A report was received which invited the Committee to consider an objection to proposed waiting restrictions on Mayfield Crescent, Louth, at its junction with Kenwick Road, Louth.

The Programme Leader – Traffic introduced the report and shared a presentation which detailed the areas under consideration. The Committee was informed that one objection had been received which raised concerns that the restrictions would disrupt the deliveries received by a nearby convenience store throughout the day and could also result in a loss of custom.

Members commented that they did know the area and fully supported the officers recommendations.

On a motion proposed by Councillor A M Hall, and seconded by Councillor I G Fleetwood, it was:

RESOLVED (Unanimous)

That the objection be overruled, so that the Order, as advertised, may be introduced.



101     COUNTY MATTER APPLICATIONS

102     FOR A SOUTH-WESTERN EXTENSION TO SAND AND GRAVEL WORKINGS WITH RESTORATION TO BIODIVERSITY AND A LAKE - S22/1610; AND FOR THE RETENTION OF THE BASTON NO.2 PLANT SITE, INTERNAL HAUL ROADS AND ANCILLARY OPERATIONS INCLUDING WEIGHBRIDGE, OFFICE, WHEELWASH AND ESTABLISHED QUARRY ACCESS AS WELL AS EXTRACTION OF UNDERLYING MINERAL AND SUBSEQUENT RESTORATION - S22/1612 HANSON QUARRY PRODUCTS EUROPE LIMITED (AGENT: AECOM LIMITED) RELATING TO THE BASTON NO.2 QUARRY, LANGTOFT OUTGANG ROAD, LANGTOFT

Consideration was given to a report which dealt with two concurrent applications that had been made by Hanson Quarry Products Europe Limited (Agent: AECOM Limited) relating to the Baston No.2 Quarry, Langtoft Outgang Road, Langtoft.

(NOTE: Councillor T R Ashton joined the meeting at 2.22pm)

The Applications Manager introduced the report and shared a presentation which detailed the areas under consideration. It was noted that this report dealt with two concurrent planning applications, one seeking permission for a south-western extension to sand and gravel workings with restoration to biodiversity and a lake, and the second sought permission for the retention of the Baston No.2 plant site, internal haul roads and ancillary operations. It was highlighted that both applications were subject to Environmental Impact Assessments, the details of which were set out in the report. Results of the consultation and publicity were set out in the report, and it was noted that there were no overall objections from the Parish Council, the Environment Agency, Highways or Historic England, and no major representations had been received from members of the public. A holding objection had been received from Lincolnshire Wildlife Trust.

One of the main issues for consideration included the need to release new sand and gravel reserves as part of the proposal, which incorporated two areas for new extraction. It was noted that the extension area formed part of a site that was allocated in the Minerals and Waste Local Plan, which had been identified as an extension to this particular quarry. It was noted that the area within the plant site was not an allocated site and would need to be considered as an unallocated, incidental application. The assessment of the main arguments being considered were set out on page 86 of the report. The report detailed the NPFF requirements for Mineral Planning Authorities to make provision for a landbank of at least seven years for sand and gravel.

The other main issue to consider was the objection from the Lincolnshire Wildlife Trust which concerned the impact of discharge of waters from the site and the impact this may have on the Baston Fen. Natural England had raised no objection or concerns to this activity, mainly due to the fact that this would be a continuation of existing works by the quarry. There would be no expected changes in terms of rates of discharge and therefore no expected change in potential impacts.

The final main issue for consideration was traffic impacts and movements, the site was currently subject to a S106 and routing restrictions, which would be continuing under this proposal and the applicant had agreed to enter into a S106 to ensure that the same provisions applied for any permissions granted to the extension or the plant site.

Attention was drawn to the update that was circulated prior to the meeting, which highlighted that there was a minor error in condition 20 of Appendix C of the report, and the wording regarding the lighting. The officer's recommendation was that planning permission was granted.

The Committee discussed the application and some of the points raised during discussion included the following:

- The frustrations and concerns that some residents may have about this were understood, however, it was on part of an existing site. There was also the requirement to ensure that there was a seven-year landbank in this area, which this application would assist towards. It was better to grant permission to an existing site which was operating well than a new site.
- There was agreement that it was more sensible to allow a controlled site to expand and continue operations. Members were also pleased to hear that the S106 agreements would remain in place.
- It was confirmed that the hours of operation would remain the same.

#### Planning Application S22/1610

On a motion by Councillor T J N Smith, seconded by Councillor T R Ashton, it was:

RESOLVED (unanimous)

- A. The applicant be invited to enter in a S106 Planning Obligation to secure:
  - i) The continued routing of Heavy Commercial Vehicles via Cross Road to the A1175 (in accordance with the application details); and
  - ii) The extension of the aftercare management period to 10 years
- B. Subject to A, that planning permission be granted for the development proposed by application S22/1610 subject to the conditions set out in Appendix B of the report; and

#### Planning Application S22/1612

On a motion by Councillor T J N Smith, seconded by Councillor T R Ashton, it was:

RESOLVED (unanimous)

- C. Subject to A and B above, that planning permission be granted for development proposed by application S22/1612 subject to the conditions set out in Appendix C of the report (including the amendment to Condition 20).

103     FOR THE CHANGE OF USE FROM USE CLASS B1/HAULAGE DEPOT TO END OF LIFE VEHICLES (ELV) DISMANTLING FACILITY AT V.W. BREAKERS UK LTD, THE OLD SMITHY, HIGHGATE, LEVERTON - V.W. BREAKERS UK LTD (AGENT: DESIGN AND MANAGEMENT.CO.COM) - B23/0106

The Committee received a report which set out a request for planning permission by V.W. Breakers UK Ltd (Agent Design and Management.co.com) for the change of use from Use Class B1/haulage depot to end of life vehicles (ELV) dismantling facility at V.W. Breakers UK Ltd, The Old Smithy, Highgate, Leverton. This application had been submitted following the refusal of an earlier application which had sought permission for the same development/use (reference: B20/0201).

The Applications Manager introduced the report and shared a presentation which detailed the area under consideration. It was noted that the new application contained very little new information or evidence to address and resolve the reasons for refusal cited in relation to the earlier application.

The application was previously refused in July 2022, and the reasons for refusal were based on three principle reasons which were:

- Location of facility in the open countryside and the applicant's failure to demonstrate that the facility was well located to market and source of waste products.
- Amenity issues – insufficient evidence to demonstrate that noise from the facility could be controlled to an acceptable level.
- Issues with the boundary treatments that provided screening to the site were deemed to be unacceptable.

The Committee was advised that this application had been re-submitted rather than appealed and had gone through the same consultation process as the previous application, and a number of objections had been received, including the district council and six local residents. Concerns had also been raised from Environmental Health. Officers were not satisfied that the information provided adequately dealt with the issues for refusal previously raised.

Attention was also drawn to the update which had been circulated on Friday, 5 May 2023, in which the planning agent apologised for not being present at the meeting and requested that the application was deferred until he could attend. It had also been requested that copies of the e-mail correspondence were also circulated so members were aware of the discussion which had taken place with regards to requests for further information. It was noted that this was a resubmission, and there was an expectation that any resubmission should seek to directly address the reasons for refusal, and despite and the requests for

further information which had not been provided, officers were not of the opinion that there was a justifiable case for further delay, and the recommendations on the report were that planning permission be refused, for the same reasons as in July 2022.

During discussion of the application by the Committee, the following points were noted:

- There had been a lot of local debate on this application.
- The additional comments made by the applicant were acknowledged, but the reasons for refusal of the previous application had not been addressed, and therefore the officer recommendation was supported.
- Members were disappointed that this application had come back to the Committee without significant improvement. The comments of the Environmental Health Officer that there had been no noise assessment to the correct standard was noted. As a planning authority, evidence was required that there would be no adverse impact on the neighbouring properties and areas.
- In terms of the location, it had had industrial uses in the past, and one member commented they would have no objection for this location being used for this purpose in future. However, there would need to be reassurance that there would be no adverse impact on neighbourhood amenity.

On a motion proposed by Councillor P A Skinner, and seconded by Councillor I D Carrington, it was

RESOLVED (7 in favour, 0 against, 0 abstentions)

That planning permission be refused for the reasons as set out in the report.

The meeting closed at 2.48 pm



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

Report to:	Planning and Regulation Committee
Date:	05 June 2023
Subject:	Billinghay, High Street and Bridge Street/Queen Street junction – proposed waiting restrictions

### Summary:

This report considers an objection received to the above proposals, the extent of which are shown at Appendix B.

### Recommendation(s):

That the Committee overrules the objection and approves the proposals as advertised.

### Background

Concerns have been raised by the local Member and Billinghay Parish Council regarding on street parking on the section of High Street where the carriageway narrows, resulting in obstruction to the passage of large vehicles. Observations have confirmed this is the case and an extension to the existing 24 hour restrictions is proposed outside Nos.63/65. In addition, there has been a request for restrictions at the junction of Victoria Road and King Street. Assessment of the area has confirmed that restrictions will not be required at this junction as it is wide with good visibility onto Victoria Street despite any parking in this area. Existing waiting restrictions are already in force at some junctions in the village centre, but the opportunity has been taken to consider these at other locations where required. Monitoring of parking at these sites has confirmed the need for some restrictions at the junction of Queen Street and Bridge Street. The proposals are shown at Appendix B.

### Objection and comments

Prior to this final proposal more extensive restrictions in the area had been subject to consultation. However, following a number of objections, the extent of these has been reduced and objections have been withdrawn with one remaining. The objector states that congestion does not occur on High Street except when being used by large vehicles which should be using alternative routes available. The potential for an increase in traffic speeds and displaced parking was also a concern, should the restrictions be introduced.

In response to the concerns raised, High Street is a B class road and the main route through the village and therefore should be available to all traffic. Observations have confirmed however that indiscriminate parking here obstructs traffic flow and therefore the short extension of restriction proposed will be required and will not result in large numbers of displaced parked vehicles elsewhere. Traffic speeds are unlikely to increase should the restrictions be introduced, given the residential nature of the area and the remaining on street parking in this location.

## **Conclusion**

The High Street is the main thoroughfare through Billinghay and accommodates HGVs and agricultural vehicles which are characteristic of this rural area. The proposed restrictions will facilitate the passage of larger vehicles navigating through the village whilst minimising the displacement of parked vehicles.

## **Consultation**

The following were consulted on these proposals: Local Member, North Kesteven District Council; Billinghay Parish Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; NFU; Bus companies- Stagecoach and PC Coaches.

The local Member is in support of the proposals.

Following statutory consultation, the proposal was publicly advertised from 2<sup>nd</sup> November 2022 to 2<sup>nd</sup> December 2022.

Consultation documents were delivered to residents via Royal Mail on 19<sup>th</sup> October 2022. Site notices were also erected on site on 31<sup>st</sup> October 2022.

### **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	Detail of proposed waiting restrictions

## **Background Papers**

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

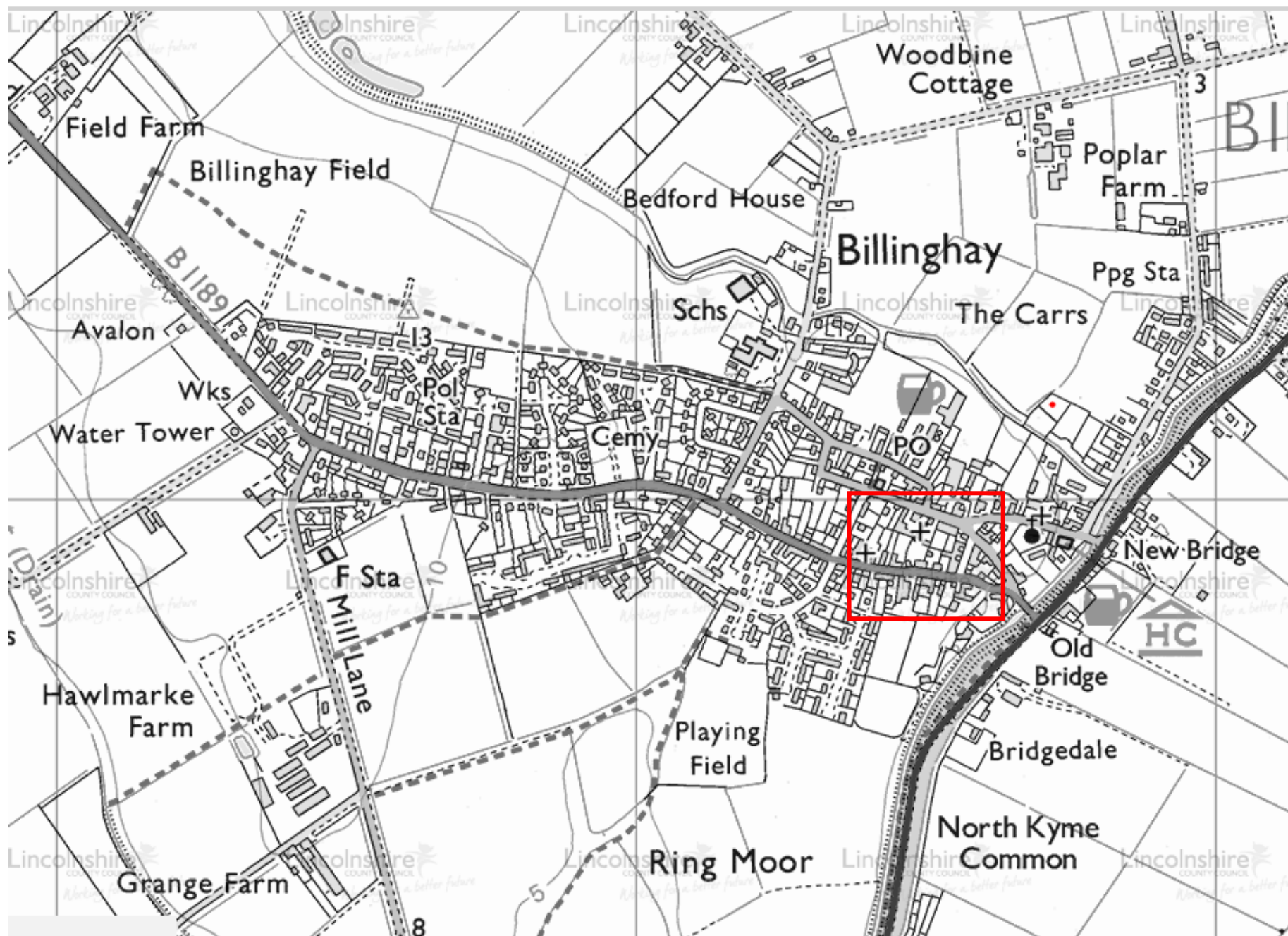
Document Title	Where the document can be viewed.
Consultation documents; Correspondence	Available on request

This report was written by Tina Featherstone, who can be contacted on 01522 782070 or [TRO@lincolnshire.gov.uk](mailto:TRO@lincolnshire.gov.uk).

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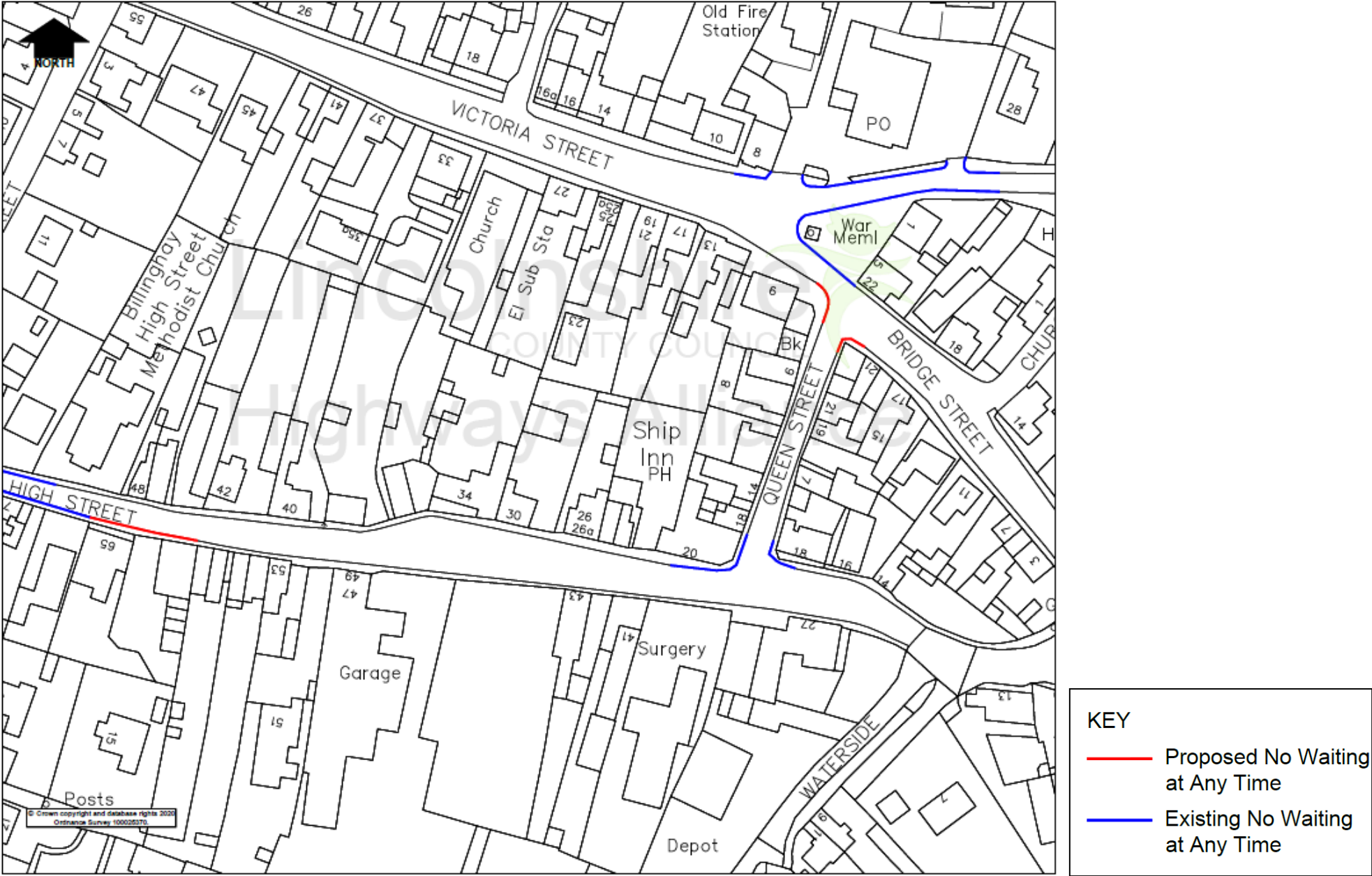


APPENDIX A : Billingham, High Street and Bridge Street/Queen Street junction – proposed waiting restrictions



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APPENDIX B : Billingham, High Street and Bridge Street/Queen Street junction – proposed waiting restrictions



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

Report to:	Planning and Regulation Committee
Date:	05 June 2023
Subject:	Stamford, New Cross Road and Rutland Terrace – proposed permit parking bays

### Summary:

This report considers an objection received to the above proposals, the extent of which are shown at Appendix B.

### Recommendation(s):

That the Committee overrules the objection and approves the proposals as advertised.

### Background

In 2015, a Residents Parking Scheme was introduced on a number of roads within a defined zone in and around Stamford Town Centre. Marked parking bays associated with it were introduced on many of the streets but not all. Although included within the designated zone for the original scheme, bays were not introduced at that time on New Cross Road and Rutland Terrace. The local Members covering these two areas have requested that such bays are now introduced in these locations. Currently parking in these areas is not restricted. Long term commuter parking results and permit holders are unable to park in the vicinity of their homes.

The prevailing permit scheme operates on a dual bay basis, applying between 8am and 6pm daily and allows permit holders to park for an unlimited period, whilst non permit holders may park for up to two hours. It is proposed that similarly restricted bays are provided on Rutland Terrace and New Cross Road.

### Objection and comments

One objection has been received regarding the proposals at Rutland Terrace. The objector states that this is a busy, but narrow road that should not be subject to on street parking as it will not be able to support two way traffic flow. They believe that a 2 hour limit on parking for non-permit holders will result in higher traffic flows. They state that introducing the permit scheme here will not benefit residents if the surrounding streets do

not also provide bays, it will not guarantee a parking space on Rutland Terrace, and will incur an additional cost to residents.

The issues raised by the objector are noted. However, these may already occur under current conditions in that long term parking takes place throughout the day restricting two way traffic flow and this also reduces the opportunity for residents to park. We are not aware of any obstruction to traffic flow as a result of the existing parking on Rutland Terrace so it is unlikely that this will result should the proposed parking bay be installed. Although the scheme cannot guarantee parking close to a permit holder's property, it will enhance the opportunity to do so by removing parking in excess of 2 hours by non-permit holders. Some of the surrounding streets are included within the current zone whilst others are not. Should this situation need to be reviewed, an amendment to the traffic regulation order will be required and this will be the subject of the formal consultation process.

## **Conclusion**

The proposed permit scheme will provide parking for short term parking for non-permit holders but unlimited parking for those residents who choose to purchase a permit.

Should any highway or safety issues arise following the introduction of the scheme then the restrictions may be reviewed.

## **Consultation**

The following were consulted on these proposals: Local Members, South Kesteven District Council; Stamford Town Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; NFU; Bus companies- Stagecoach, PC Coaches, and Delaine.

The local Members are in support of the proposals.

Following statutory consultation, the proposal was publicly advertised from 13<sup>th</sup> January 2023 to 17<sup>th</sup> February 2023.

Consultation documents were delivered to residents via Royal Mail on 5<sup>th</sup> January 2023. Site notices were also erected on site on 12<sup>th</sup> January 2023.

### **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
Appendices B and C	Detail of proposed residents parking

## Background Papers

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

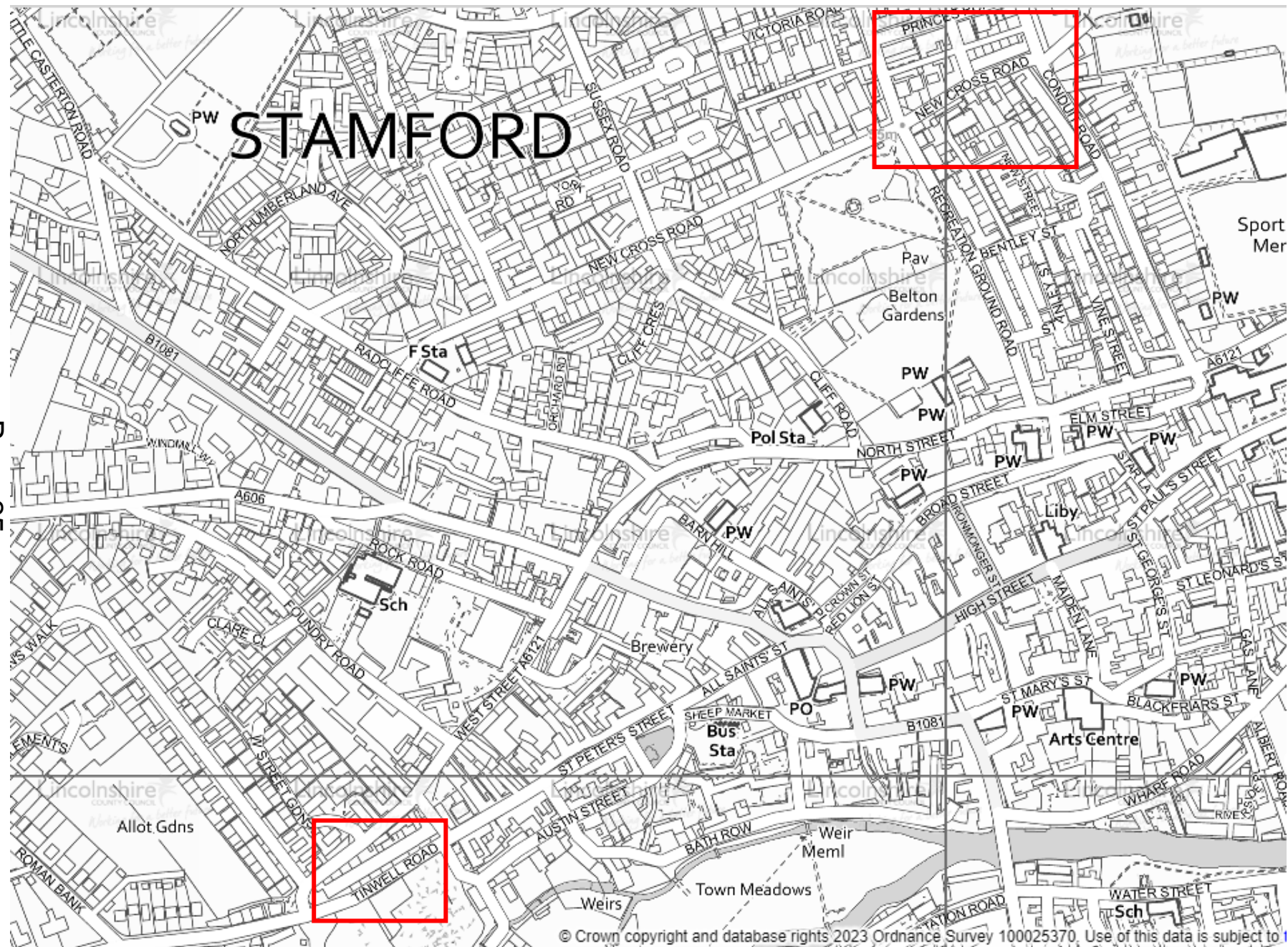
Document Title	Where the document can be viewed.
Consultation documents; Correspondence	Available on request

This report was written by Tina Featherstone, who can be contacted on 01522 782070 or [TRO@lincolnshire.gov.uk](mailto:TRO@lincolnshire.gov.uk).

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## APPENDIX A : Stamford, New Cross Road and Rutland Terrace – proposed permit parking bays



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APPENDIX B : Stamford, New Cross Road and Rutland Terrace – proposed permit parking bays



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APPENDIX C : Stamford, New Cross Road and Rutland Terrace – proposed permit parking bays



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

Report to:	Planning and Regulation Committee
Date:	05 June 2023
Subject:	North Hykeham, Meadow Lane – proposed 40mph speed limit

### Summary:

This report considers a proposal to reduce the existing national speed limit on Meadow Lane to 40mph, as shown at Appendix B. Investigations have indicated that this site may be considered as a Borderline Case, as defined within the Council's Speed Limit Policy.

### Recommendation(s):

That the Committee approves the reduction in speed limit proposed so that the necessary consultation process to bring it into effect may be pursued.

### Background

Following a collision involving a school bus which occurred on Meadow Lane in November 2021, a request was received for the existing national speed limit here to be reduced. An assessment has been carried out to determine if a reduction in the level of limit can be justified against the speed limit policy.

Meadow Lane forms a link between North Hykeham and the Brant Road/Waddington areas, carrying an average daily flow of approximately 8700 vehicles. There is insufficient development along this length to justify the introduction of a speed limit on that basis, so it has been assessed under the criteria for a rural limit where the number of reported injury accidents and traffic flow over a given length, are taken into consideration to provide an accident rate. The locations of recorded personal injury collisions are shown at Appendix C. The accident rate has been calculated at 38 and therefore a new limit may be justified. The level of limit to be imposed is determined by the mean speed of traffic and its correlation to the level of limit shown in Table 4 of the policy:

**Table 4**

Mean Speed	
< 33 mph	
33 - 43 mph	

A speed survey carried out at the location shown at Appendix B indicated a mean speed of traffic of 45mph, which lies within 3mph of the level required to justify a 40mph speed limit. In accordance with the County Council's Speed Limit Policy a Borderline Case may be identified and is defined at 6.1 as follows:

*6.1 At locations where the mean speed data falls within +/- 3mph of the mean speed in Table 4 then this is classed as a Borderline Case.*

This proposal may therefore be considered a Borderline Case and the Committee may approve the initiation of the speed limit order process to reduce the current 60mph speed limit to 40mph, as shown at Appendix B.

## Conclusion

The Planning and Regulation Committee may approve a departure from the criteria set out in the speed limit policy where a borderline case has been identified, and therefore may agree to a reduction to a 40mph limit at this location. It is anticipated that road safety along Meadow Lane will be improved should this new speed limit be introduced.

## Consultation

No formal consultation is required at this stage. The local Member is supportive of the proposal.

## 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	Detail of survey location and extent of proposal
Appendix C	Personal injury collision data



## Background Papers

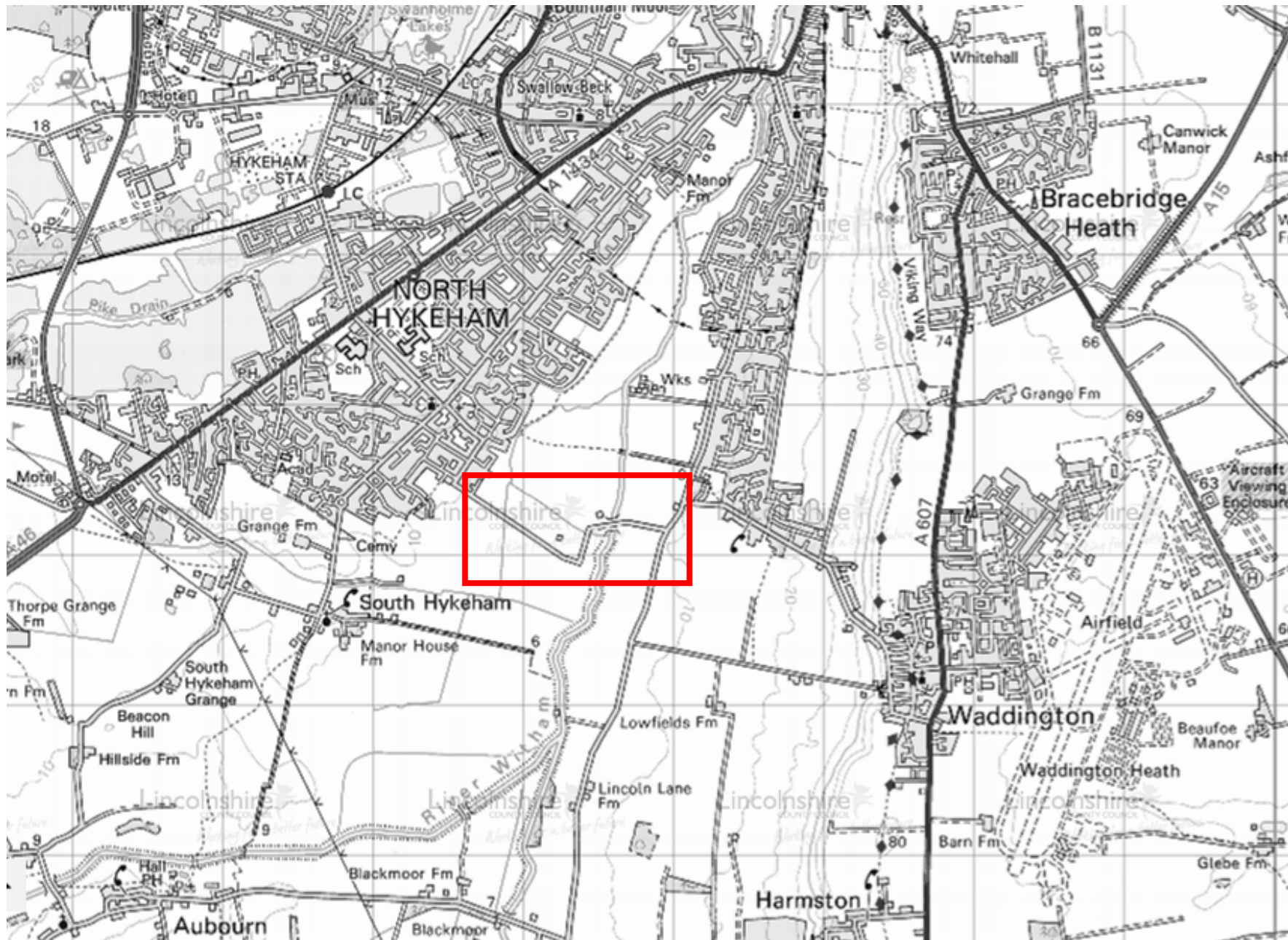
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Speed limit policy; Speed survey results; correspondence.	Available on request

This report was written by Jeanne Gibson, who may be contacted on 01522 782070 or at [TRO@lincolnshire.gov.uk](mailto:TRO@lincolnshire.gov.uk).

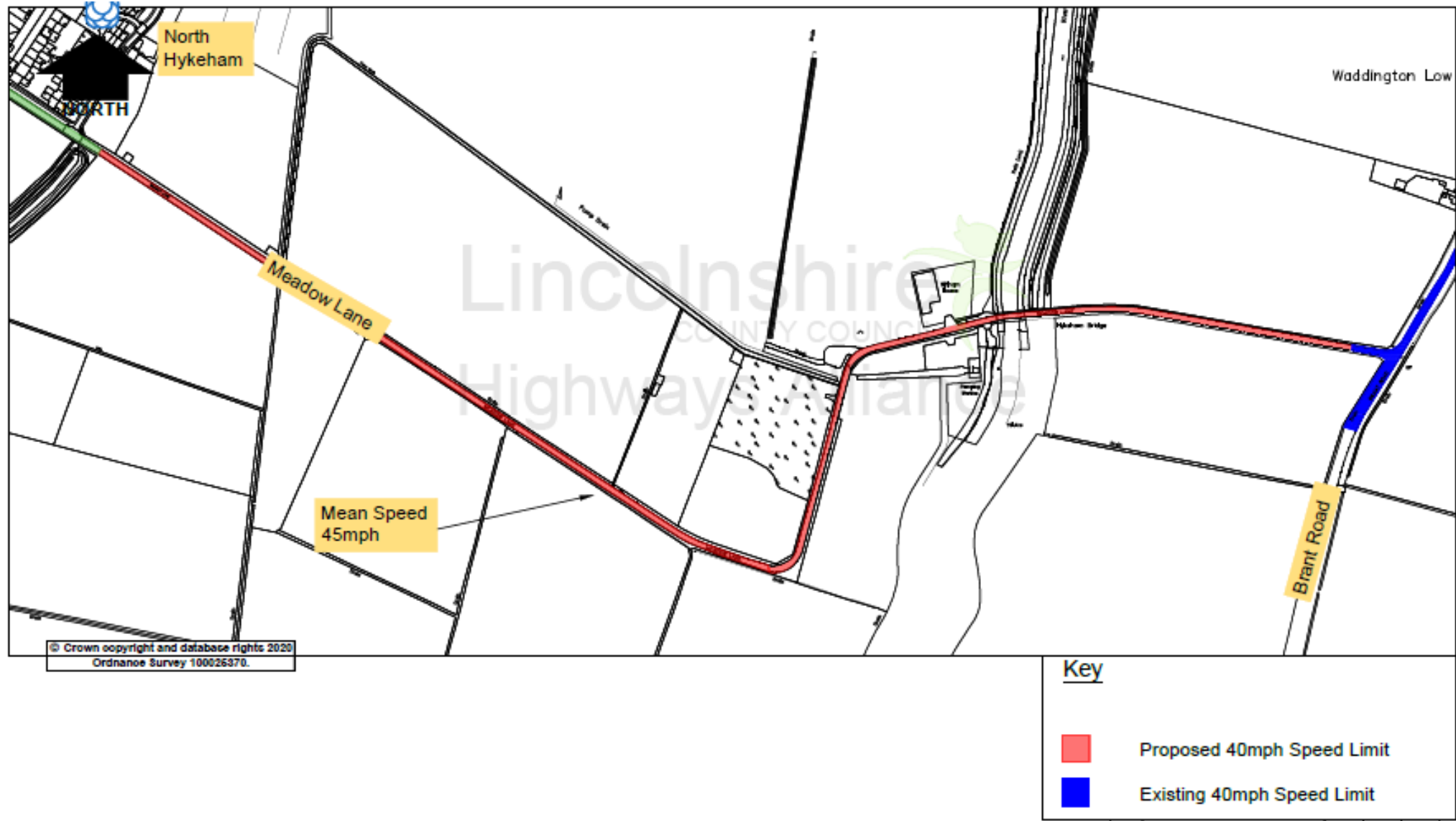
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## APPENDIX A : North Hykeham, Meadow Lane – proposed 40mph speed limit



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APPENDIX B : North Hykeham, Meadow Lane – proposed 40mph speed limit



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Appendix C : North Hykeham, Meadow Lane – Injury collisions over last five years



**The Lincolnshire Road Safety Partnership**  
Meadow Lane, North Hykeham - 5 Years (to 28/02/2023) Injury Collisions



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