



County Offices  
Newland  
Lincoln  
LN1 1YL

25 May 2022

**Planning and Regulation Committee**

A meeting of the Planning and Regulation Committee will be held on **Monday, 6 June 2022 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

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, Mrs A M Austin, S A J Blackburn, I D Carrington, A M Hall, Mrs A M Newton MBE, 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, 6 JUNE 2022**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
1.	Apologies/replacement members	
2.	Declarations of Members' Interests	
3.	Minutes of the previous meeting of the Planning and Regulation Committee held on 9 May 2022	5 - 6
4.	Traffic Items	
4.1	Saltfleetby, Main Road - Proposed 40mph Speed Limit	7 - 14
4.2	Horncastle, Spilsby Road, Boston Road & Langton Hill - Proposed 30mph speed limits	15 - 32
4.3	Metheringham, High Street - Proposed Bus Stop Clearways	33 - 38

Democratic Services Officer Contact Details

Name: **Rob Close**

Direct Dial **07387 133753**

E Mail Address [democraticservices@lincolnshire.gov.uk](mailto:democraticservices@lincolnshire.gov.uk)

**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
- Copies of reports

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, 6th June, 2022, 10.30 am \(moderngov.co.uk\)](#)

For more information about the Planning process and to view Planning decisions please click on the following link: [Planning Portal](#)

All papers for council meetings are available on:  
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



## PLANNING AND REGULATION COMMITTEE 9 MAY 2022

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

Councillors T R Ashton (Vice-Chairman), P Ashleigh-Morris, Mrs A M Austin, S A J Blackburn, I D Carrington, A M Hall, Mrs A M Newton MBE, Mrs M J Overton MBE, N H Pepper, N Sear, P A Skinner and T J N Smith

Officers in attendance:-

Robert Close (Democratic Services Officer), Neil McBride (Head of Planning), Martha Rees (Solicitor) and Jeanne Gibson (Programme Leader: Minor Works and Traffic)

#### 84 APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors C S Macey and R P H Reid.

#### 85 DECLARATIONS OF MEMBERS' INTERESTS

No declarations of interest were made with respect to any items on the agenda.

#### 86 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND REGULATION COMMITTEE HELD ON 11 APRIL 2022

The Chairman moved that the first motion of minute 83a be amended to read:

“On a motion proposed by Councillor S A J Blackburn and seconded by Councillor Mrs M J Overton MBE”

RESOLVED

That the minutes of the previous meeting held on 11 April 2022, be approved as amended, and signed by the Chairman.

#### 87 TRAFFIC ITEMS

#### 87a PINCHBECK, EDISON COURT - PROPOSED NO WAITING AT ANY TIME & LIMITED WAITING BAYS

The Committee considered a report in connection with nine objections received to the proposed introduction of waiting restrictions at Edison Court following a request from the local County Councillor. The majority of the objections were concerned about limited parking availability deterring visitors, thus, impacting upon business viability and displaced parking overflowing onto Enterprise Way. However, it was the officer's view that the introduction of the restrictions would remove persistent, long term parking ensuring access to businesses in Edison Court were maintained at all

times. The carriageway on Enterprise Way was considered an adequate width to support parking without causing an obstruction to traffic.

Members understood that, since road surveys had been carried out, a change in business ownership had taken place which, they felt, may have an impact on the necessity for this proposal. They suggested that a deferral may prove an effective means of assessing the need for the order.

On a motion proposed by Councillor Mrs A M Newton MBE and seconded by Councillor N H Pepper, it was:

RESOLVED (Unanimously)

That the application be deferred for six months, while the impact of changes in occupancy is assessed.

87b NORTH THORESBY A16 - PROPOSED 40MPH SPEED LIMIT

The Committee considered a report which detailed a request for the existing 50mph speed limit on the A16 through North Thoresby to be reduced to 40mph. Investigations and a speed survey have indicated that a reduction in the level of limit may be considered a 'Borderline Case', as defined within the Council's Speed Limit Policy. Therefore, the Planning and Regulation Committee could approve a departure from the criteria if they felt it appropriate.

On a motion proposed by Councillor T R Ashton and seconded by Councillor I G Fleetwood, it was:

RESOLVED (unanimous)

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

87c GRANTHAM POPLAR FARM - PROPOSED WAITING RESTRICTIONS

The Committee considered a report in connection with two objections received to the proposed introduction of waiting restrictions at Pennine Way, Penrhyn Way and Arundel Drive, Grantham. The objections raised concerns that the proposed restrictions at the junction with Arundel Drive would prevent parking outside properties and negatively affect residents and their visitors. However, it was the officer's view that, the extent of the proposed restrictions were the minimal required to promote safety for pedestrians and vehicles at this location. Moreover, the restrictions potentially affected a small number of residents all of whom had off street parking facilities, with alternative on street parking available nearby.

On a motion proposed by Councillor I G Fleetwood and seconded by Councillor T R Ashton, it was:

RESOLVED (unanimous)

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

The meeting closed at 10.52 am



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

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>06 June 2022</b>
Subject:	<b>Saltfleetby, Main Road - Proposed 40mph Speed Limit</b>

**Summary:**

This report considers objections to the proposed 40mph speed limit on Main Road, Saltfleetby

**Recommendation(s):**

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

**Background**

Following a request from Saltfleetby Parish Council for the 30mph speed limit on Main Rd to be reviewed, an investigation took place into the mean speed of traffic at this location. Approximately 25 years ago a policy was introduced whereby a 30mph speed limit was introduced outside all statutory age schools in the county, regardless of the mean speed of traffic. This included the school on Main Rd, which has since closed.

Two sets of speed surveys have given mean speed results ranging from 38 to 41mph. In accordance with Table 4 of the speed limit policy, this correlates to a 40mph speed limit:

Mean Speed	Limit
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

As this is the case, and there is no longer a school at this location, the 30mph limit in place is not compliant with the policy. It is therefore proposed to introduce a 40mph limit as shown at Appendix B, which will align it with the prevailing limit on Main Rd.

A number of objections and an online petition have been received in response to this proposal. There are concerns over the volume and speed of traffic and a belief that raising the limit here will result in a further rise in vehicle speeds and an increased risk of accidents.

Objectors request that the 30mph speed limit here is retained and that the prevailing 40mph speed limit is reduced to 30mph along its length. Reference is made to the Department of Transport's guidance on speed limit assessment which suggests that villages should be subject to a 30 or 20mph speed limit.

These concerns are noted. The DfT's advice on speed limits provides guidance for interpretation by individual Local Authorities to suit the characteristics of their area. The County Council's speed limit policy has been devised to apply a consistent approach to the varying conditions which are found across such a large county. The mean speed of traffic is an accurate reflection of the speed at which most drivers choose to drive given the surrounding environment. Limits set too low may lead to driver frustration and injudicious overtaking. This is because the resultant inconsistent vehicle speeds making it difficult to judge the speed of oncoming vehicles. It is for these reasons that the policy prescribes the various criteria needing to be met. Accident data for the last five years indicates that there have been no reported injury accidents within the vicinity of the proposed limit.

### **Conclusion**

The proposed 40mph speed limit at this location has been tested against the speed limit policy and complies with the criteria for this level of limit. As there is no longer a school at this location a 30mph speed limit cannot be justified.

### **Consultation**

The following were consulted with regards to this proposal: Cllr McNally, Lincolnshire Road Safety Partnership, Lincolnshire Police, East Lindsey District Council, Saltfleetby Parish Council, Lincolnshire Fire & Rescue, East Midlands Ambulance Trust, Traffic Commissioners, Confederation of Public Transport, Stagecoach East Midlands, PC Coaches, Brylaine, Grayscroft, Road Haulage Association, Freight Transport Association and the National Farmers Union. The local Member supports the proposal.

An advertisement was placed in the Louth Leader on 24 September 2021 with objection period ending on 5 November 2021. The documents were also available on the County Council's website.

### **a) Risks and Impact Analysis**

N/A

The local member is in support of this proposal.

### **Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site Location
Appendix B	Detail of proposed 40mph speed limit

### **Background Papers**

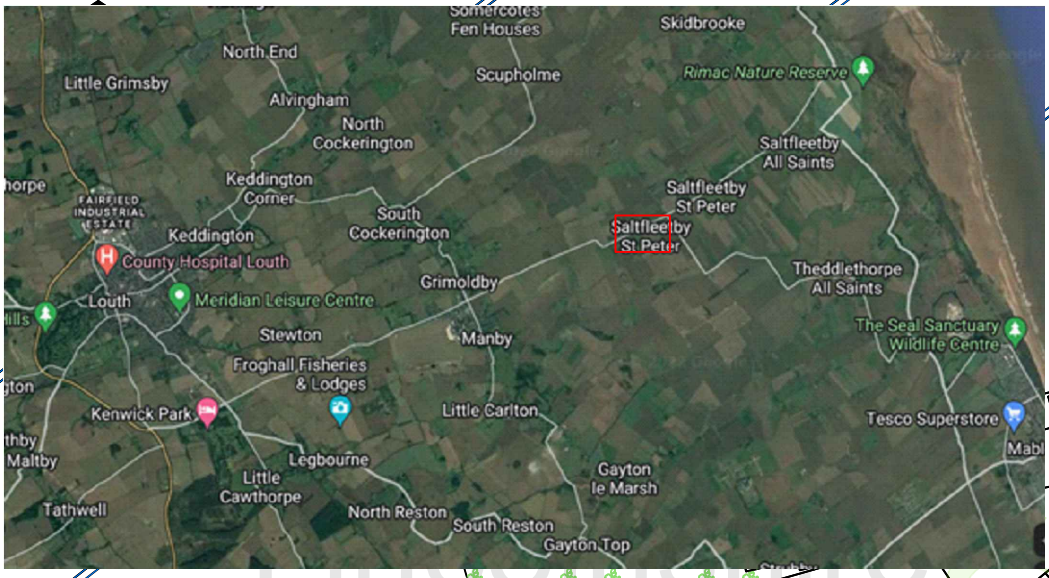
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.



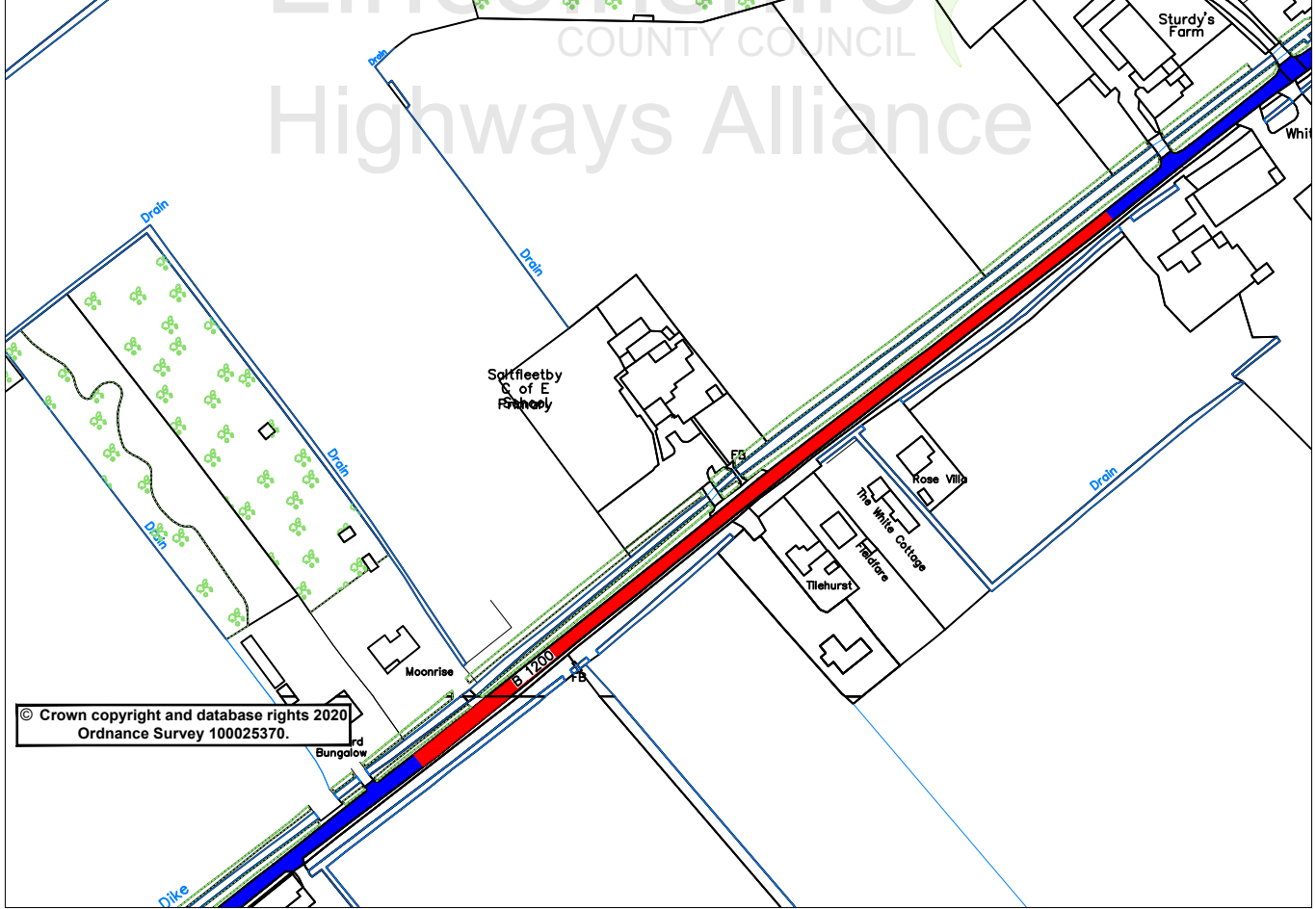
Document title	Where the document can be viewed
Speed survey data: consultation documents: objection correspondence	Available on request

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

This page is intentionally left blank



Lincolnshire COUNTY COUNCIL  
Highways Alliance



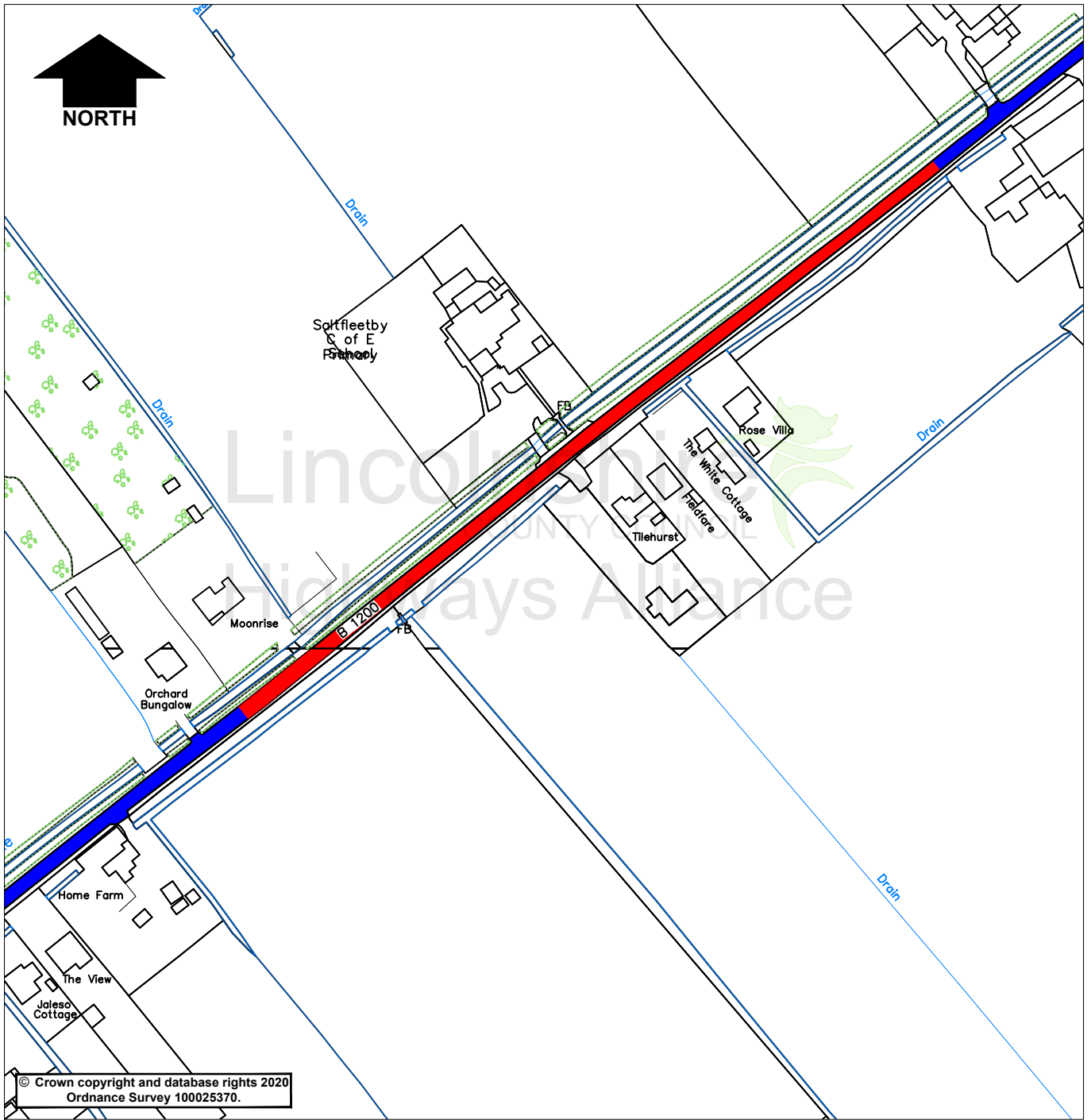
© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**

Lancaster House  
36 Orchard Street  
Lincoln  
LN1 1XX

Rev.	Description	Drawn	Ch'kd	Auth	Date
	Project	Drawn			Date
	Saltfleetby - Main Road	TF			Aug 21
		JE			Aug 21
	Status	Project No.			Traced
	Drawing Title	Appendix A			Scale
		Location Plan			NTS
	Drawing No.	TF/096/001			Rev.
					0

This page is intentionally left blank



**KEY**

- Proposed 40mph
- Existing 40mph

**Lincolnshire**  
 COUNTY COUNCIL  
**Highways Alliance**

Lancaster House  
 36 Orchard Street  
 Lincoln  
 LN1 1XX

Rev.	Description	Drawn	Ch'kd	Auth	Date
	Project	Drawn			Date
	Saltfleetby - Main Road	TF			Aug 21
		JE			Aug 21
	Status	Project No.			Traced
	Appendix B				
	Drawing Title				Scale
	Proposed 40mph Speed Limit				NTS
	Drawing No.				Rev.
	TF/096/001				0

This page is intentionally left blank



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

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>06 June 2022</b>
Subject:	<b>Horncastle, Spilsby Road, Boston Road &amp; Langton Hill - Proposed 30mph Speed Limits</b>

**Summary:**

This report considers a request from local residents for the existing 40mph speed limits on Spilsby Road, Boston Road & Langton Hill, Horncastle to be reduced to 30mph. Investigations have indicated that these sites may be considered as 'Borderline Cases', 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 requests from residents of the main roads into Horncastle for the existing 40mph speed limits to be reduced to 30mph, a review of each route was carried out and speed surveys were undertaken to determine the mean speed of traffic at each location. At Lincoln Road a mean speed of 28mph was recorded and therefore a reduction to a 30mph limit may be pursued here in accordance with the speed limit policy. The mean speed measured at Louth Road however was 39mph, which indicates that the existing 40mph limit is set at the correct level.

In the case of Spilsby Road, Boston Road and Langton Hill mean speeds were recorded as 36, 36 and 35mph respectively, as illustrated at Appendices B, C & D.

The County Council's Speed Limit Policy provides a means by which requests for speed limits can be assessed consistently throughout the county. The criteria by which a speed limit may be justified within an urban location is based on the number of units of development along a road and the level of limit is determined by the mean speed of traffic travelling along it.

Following an assessment of a site however a borderline case may be identified and is defined within the policy at 4.2 as follows:

4.2 At locations where the mean speed data falls within +/- 3mph of Table 3 (Mean Speeds), then this is classed as a Borderline Case.

1.4 The average mean traffic speed along the lengths surveyed lies within 3mph of the level required to justify a 30mph speed limit, as specified in Table 3 from the Policy:

<b>Table 3</b>	
<b>Mean Speed</b>	<b>Limit</b>
< 33 mph	30 mph
33 – 43 mph	40 mph
>43 mph	50 mph

They can therefore be considered as Borderline Cases and the Committee may approve the initiation of the speed limit order process whereby the existing 40mph speed limit at Spilsby Road, Boston Road and Langton Hill can be reduced to 30mph. Plans indicating the extent of the 30mph limits proposed are shown at Appendices E, F & G.

**Conclusion**

Under the normal criteria set out in the Council's speed limit policy these locations would not be considered eligible for a reduction in speed limit. However as each meets the criteria to be considered a borderline case, the Planning and Regulation Committee may approve a departure from the criteria where appropriate.

**Consultation**

Not required at this stage. However, the local Member supports the proposals.

**a) Risks and Impact Analysis**

N/A

**Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site Location
Appendix B	Existing speed limits and survey location - Spilsby Road
Appendix C	Existing speed limits and survey location - Boston Road
Appendix D	Existing speed limits and survey location - Langton Hill
Appendix E	Proposed 30mph speed limit - Spilsby Road
Appendix F	Proposed 30mph speed limit - Spilsby Road
Appendix G	Proposed 30mph speed limit - Langton Hill



**Background Papers**

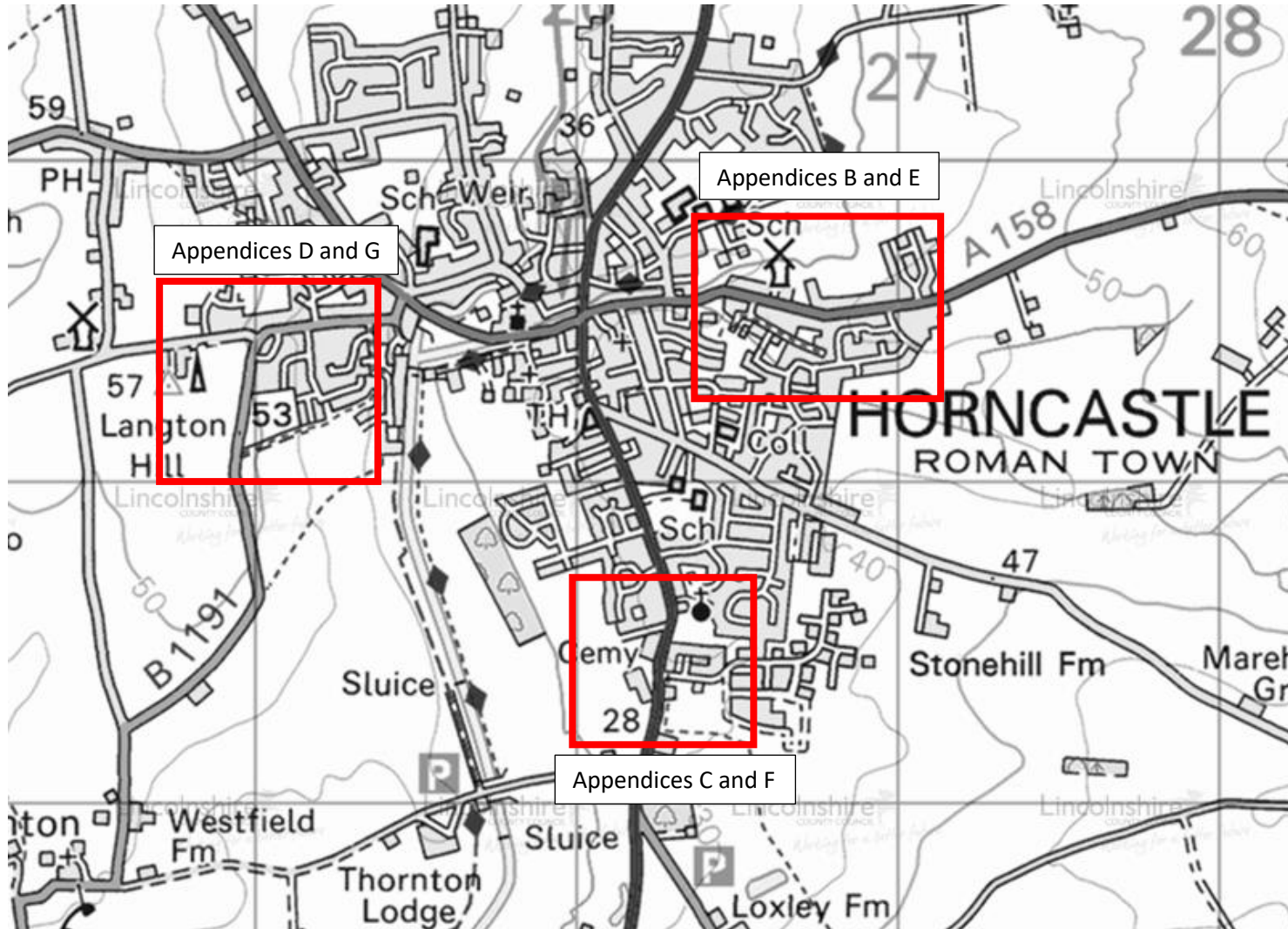
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
LCC Speed Limit Policy: Speed survey data	<a href="https://www.lincolnshire.gov.uk/directory-record/61713/speed-limit-policy">https://www.lincolnshire.gov.uk/directory-record/61713/speed-limit-policy</a>

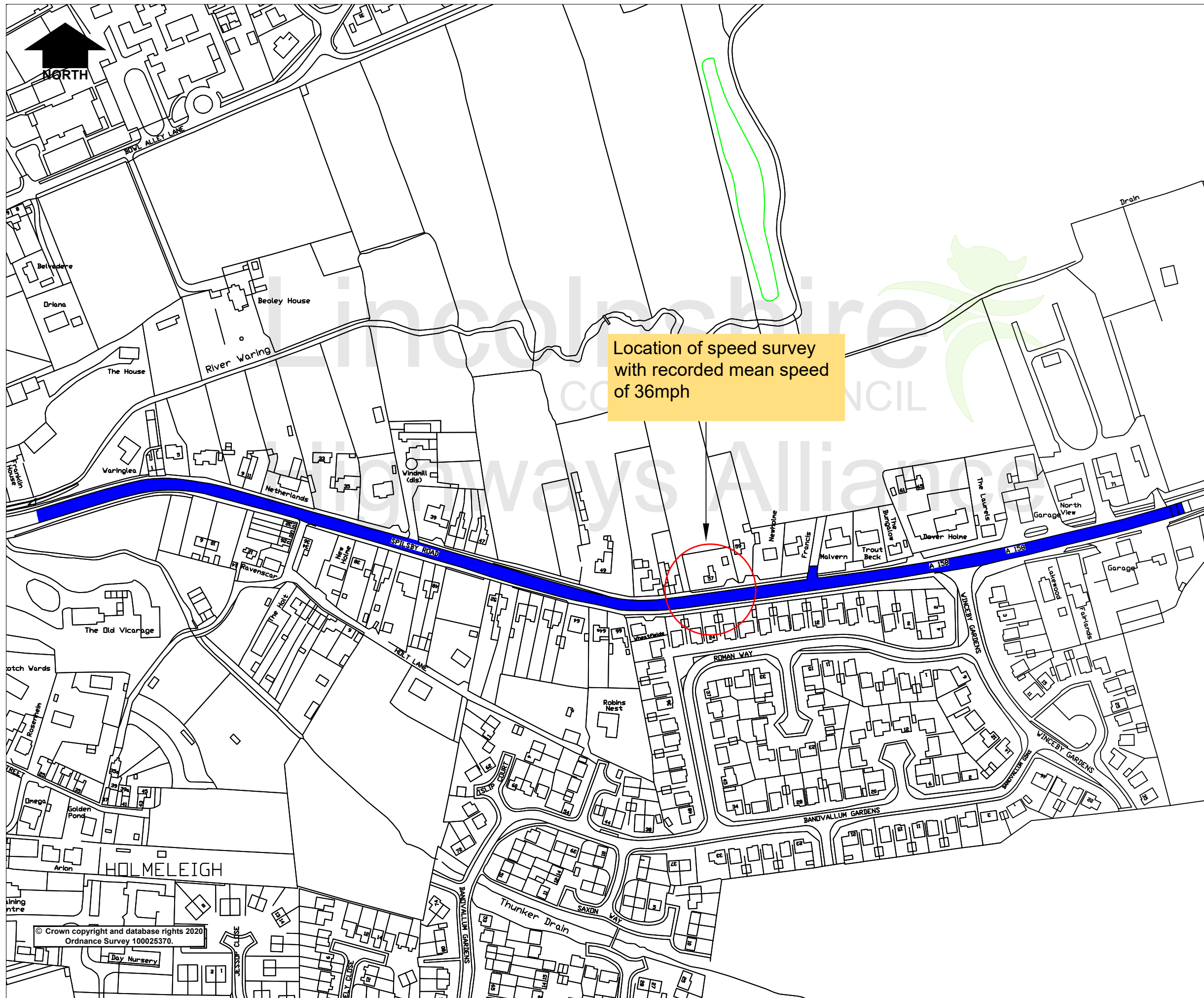
This report was written by Tina Featherstone, who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk.

This page is intentionally left blank

APPENDIX A : SITE LOCATIONS – Horncastle, various roads – proposed 30mph speed limits



This page is intentionally left blank



KEY

Existing 40mph

Location of speed survey with recorded mean speed of 36mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project: <b>Horncastle Spilsby Road</b>					
Status: Project No.					
Drawing Title: <b>Appendix B</b>					
Scale: <b>NTS</b>		Drawn: <b>TF</b>		Date: <b>July 21</b>	
Drawing No.:		Ch'kd:		Date:	
TF/056/Appendix B		Auth:		Traced:	
Rev.:					0

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**

Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

This page is intentionally left blank

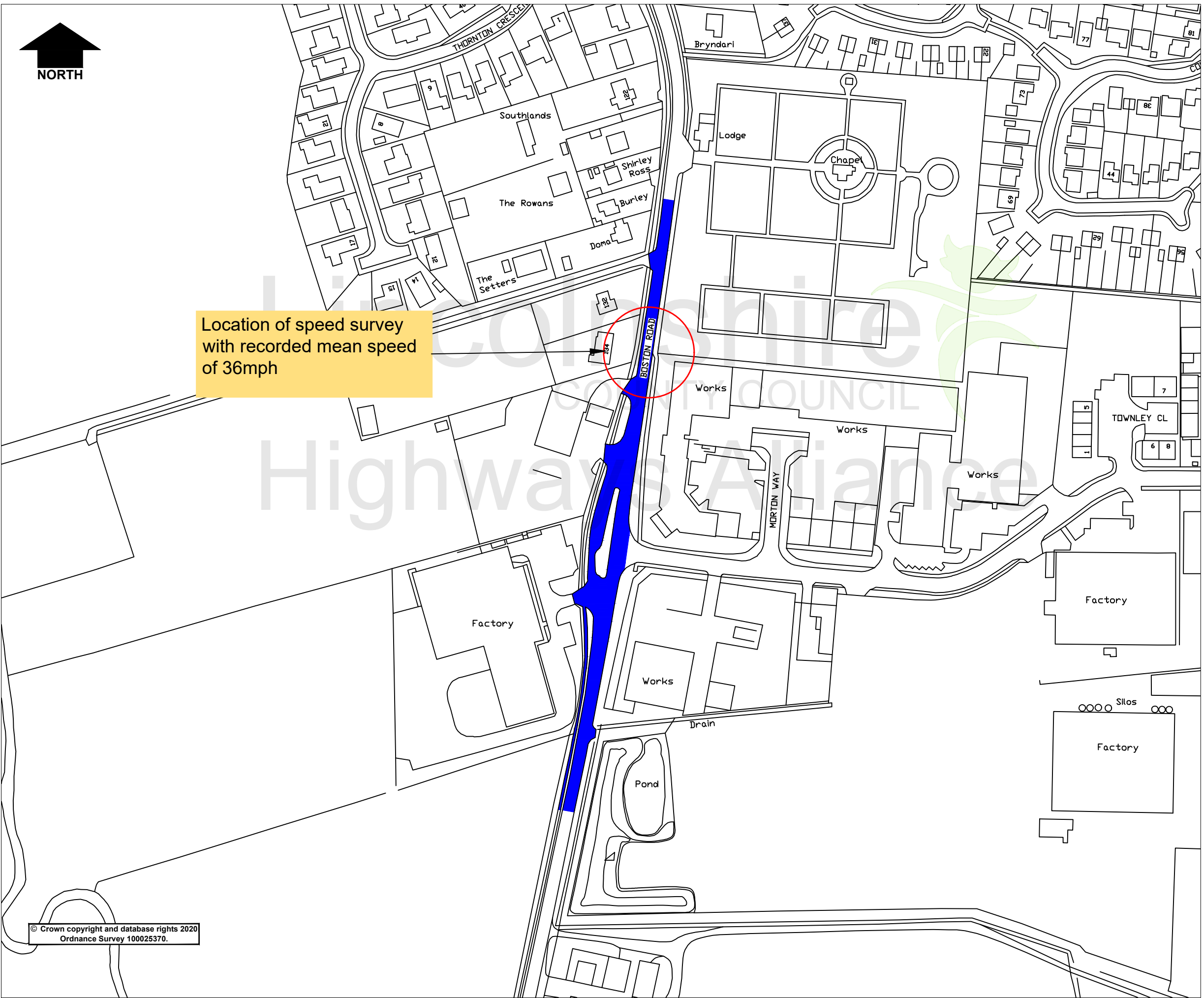




Location of speed survey with recorded mean speed of 36mph

KEY

 Existing 40mph



© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Boston Road</b>					
Status Project No.					
Drawing Title <b>Appendix C</b>					
Scale <b>NTS</b>		Drawn TF		Date July 21	
Drawing No. TF/056/Appendix C			Rev. 0		

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**

Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

May 23, 2022 - 2:48pm G:\Common\Traffic Regulation Orders\Schemes Master Folder - DO NOT CHANGE\01-200\056 Lincoln Silos by Boston Loath 30mph Extension CAD.dwg

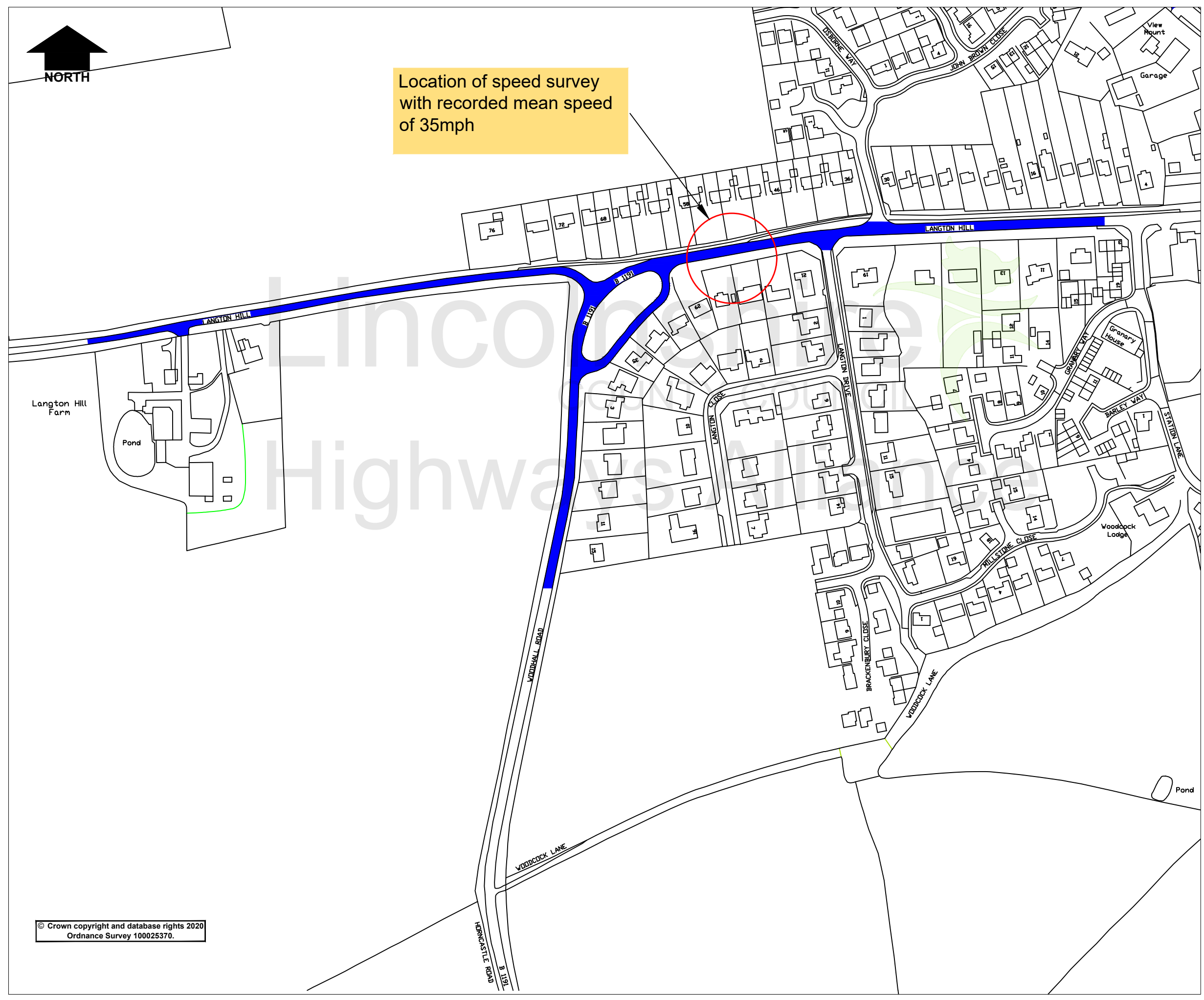
This page is intentionally left blank





Location of speed survey with recorded mean speed of 35mph

KEY  
 Existing 40mph



Page 25

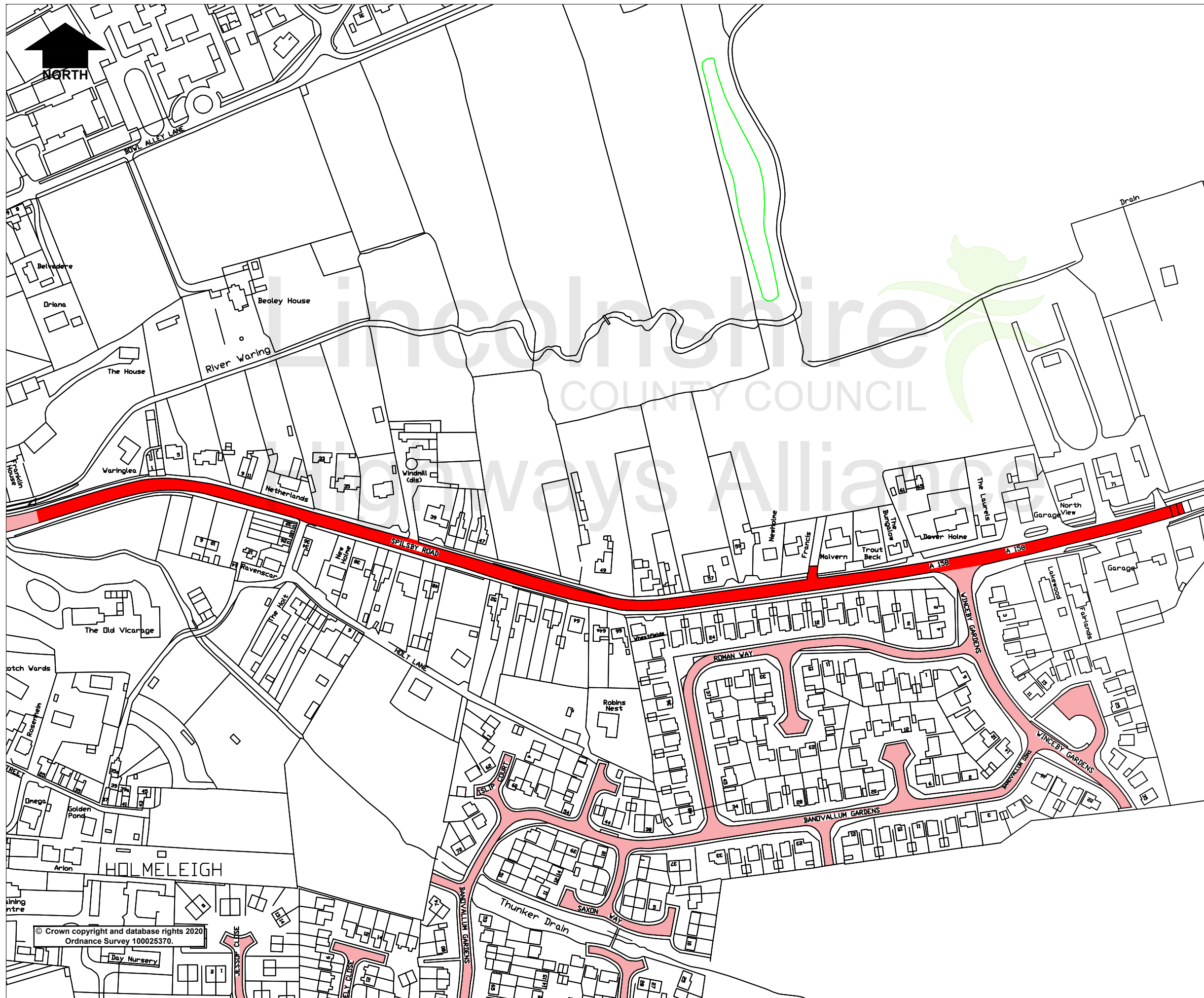
© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Langton Hill</b>					
Status Project No.					
Drawing Title <b>Appendix D</b>					
Scale <b>NTS</b>		Drawn TF		Date July 21	
Drawing No. TF/056/Appendix D					
Rev. 0					

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**  
Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

May 23, 2022 - 2:45pm G:\Common\Traffic Regulation Orders\Schemes Master Folder - DO NOT CHANGE\01-200\056\Lincoln Spelsby Boston Loath 30mph Extensions CAD\CAD.dwg

This page is intentionally left blank



**KEY**

- Proposed 30mph
- Existing 30mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
<b>Horncastle Spilsby Road</b>					
Project No.					
<b>Appendix E</b>					
Scale: NTS		Drawn: TF		Date: July 21	
Drawing No. TF/056/Appendix E					
Rev. 0					

**Lincolnshire**  
COUNTY COUNCIL

**Highways Alliance**

Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

© Crown copyright and database rights 2020  
Ordnance Survey 100025370.



May 24, 2022 - 9:43am C:\common\Traffic Regulation Orders\Schemes\Master Folder - DO NOT CHANGE\001-2000561 Lincoln Spilsby Boston Louth 30mph Extensions CAD\CAD.dwg

This page is intentionally left blank





**KEY**

	Proposed 30mph
	Existing 30mph

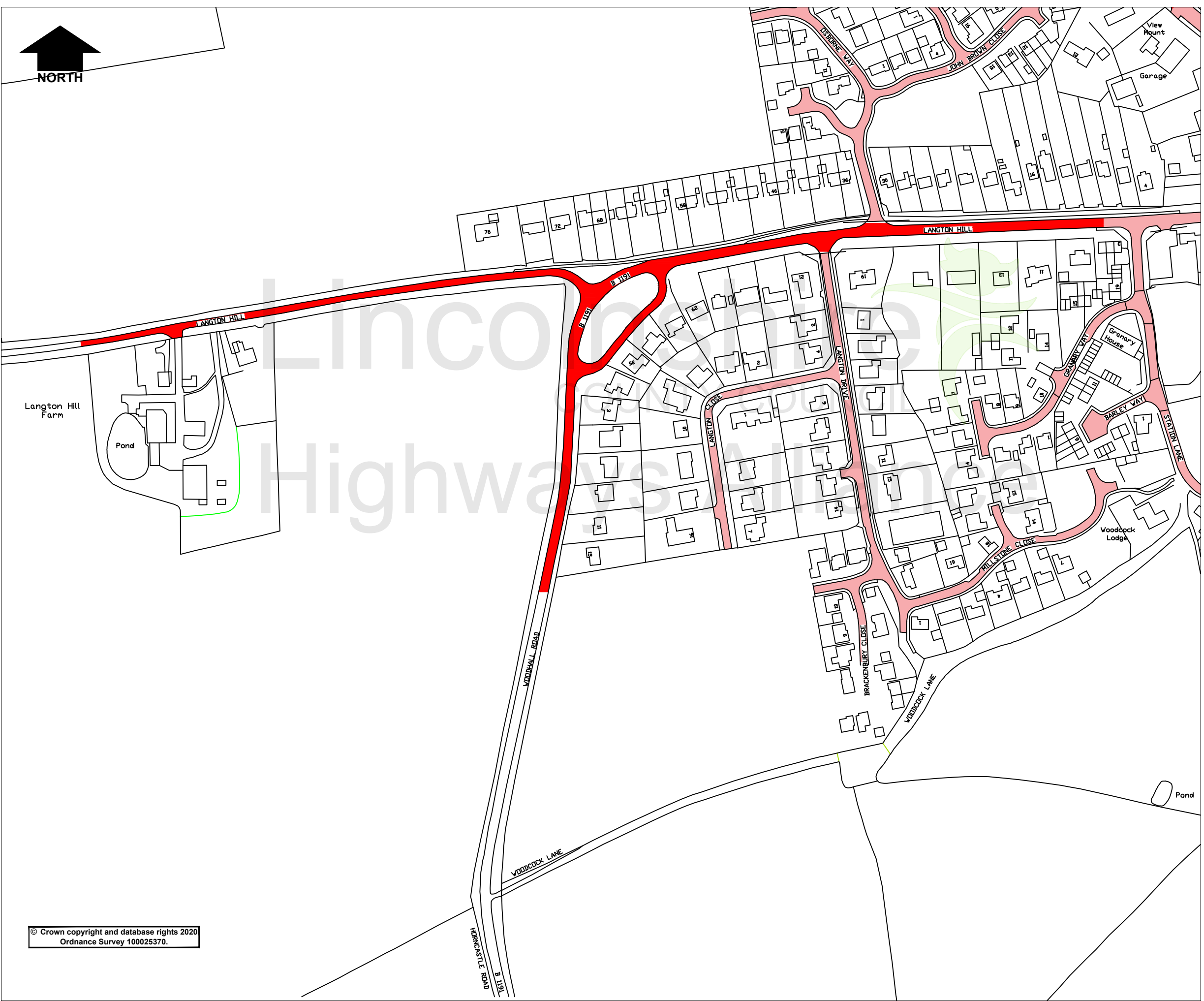
© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project <b>Horncastle Boston Road</b>					
Status Project No.					
Drawing Title <b>Appendix F</b>					
Scale <b>NTS</b>		Drawn TF		Date July 21	
Drawing No. TF/056/Appendix F		Auth		Traced	
Rev.					0



**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**

Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

This page is intentionally left blank



**KEY**

-  Proposed 30mph
-  Existing 30mph

© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

Rev.	Description	Drawn	Ch'kd	Auth	Date
------	-------------	-------	-------	------	------

Project <b>Horncastle Langton Hill</b>					
Status Project No.					

Drawing Title <b>Appendix G</b>					
------------------------------------	--	--	--	--	--

Scale <b>NTS</b>	Drawn	TF	Date	July 21	
	Ch'kd		Date		
	Auth		Traced		

Drawing No. <b>TF/056/Appendix G</b>	Rev. <b>0</b>
---	------------------

**Lincolnshire**  
COUNTY COUNCIL



**Highways Alliance**

Lancaster House, 36 Orchard Street,  
Lincoln, LN1 1XX

This page is intentionally left blank





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

Report to:	<b>Planning and Regulation Committee</b>
Date:	<b>06 June 2022</b>
Subject:	<b>Metheringham, High Street - Proposed Bus Stop Clearways</b>

**Summary:**

This report considers objections to a proposal for Bus Stop Clearways to be introduced on High Street, Metheringham as shown at Appendix B.

**Recommendation(s):**

That the objections is overruled so that the Clearways, as advertised, can be introduced.

**Background**

Concerns have been raised by the Transport Services Group regarding access for buses to two bus stops in this area of the village. In addition, the footway at the current location of the bus stop on the south side is too narrow to support the installation of a post for a bus stop flag and timetable information without compromising the route for pedestrians. The bus also obstructs visibility for vehicles exiting the junction with nearby Drury Street.

Investigations have indicated that vehicles are parking within the areas around the bus stops obstructing access to them. The introduction of a clearway allows us to apply the yellow 'BUS STOP' marking and enforce the restriction on stopping and parking, thereby discouraging indiscriminate parking. A revised location for the bus stop on the south side has also been identified and agreed with the Transport Services Group, which relocates it away from the junction with Drury Street and provides a wider footway for passengers to wait and for a post to be installed without obstructing pedestrians.

It is proposed to introduce these clearways to apply from 6am – 7pm, Monday to Saturday. They have been subject to public advertisement and all affected frontages have been made aware of the proposals.

Two objections were received following the consultation period. Both raised concerns regarding the proposed bus stop clearway on the south side at the revised location and that it would result in obstruction access in and out of private driveways. They believe the proposed location sited on a bend, will compromise the safety of other road users negotiating this route when the bus is stationary.

The officer's view is that as the bus will stop only briefly at this location so obstruction to driveways will be minimal. Site visits have identified the revised location as being that most suitable for the bus stop and this is supported by the bus companies operating in the area.

### **Conclusion**

These clearways will ensure that buses can access the bus stops, improving the safety of passengers and assisting in the maintenance of service timetables. The revised location on the southern side of High Street allows sufficient space for bus stop signage, for passengers to wait and for others to pass safely.

### **Consultation**

The following were consulted on these proposals: Local Member, North Kesteven District Council, Lincolnshire Road Safety Partnership, Emergency Services, Transport Services, Stagecoach Bus Company and affected residents.

### **Consultation**

#### **a) Risks and Impact Analysis**

N/A

### **Appendices**

These are listed below and attached at the back of the report	
Appendix A	Site Locations
Appendix B	Detail of Proposals

### **Background Papers**

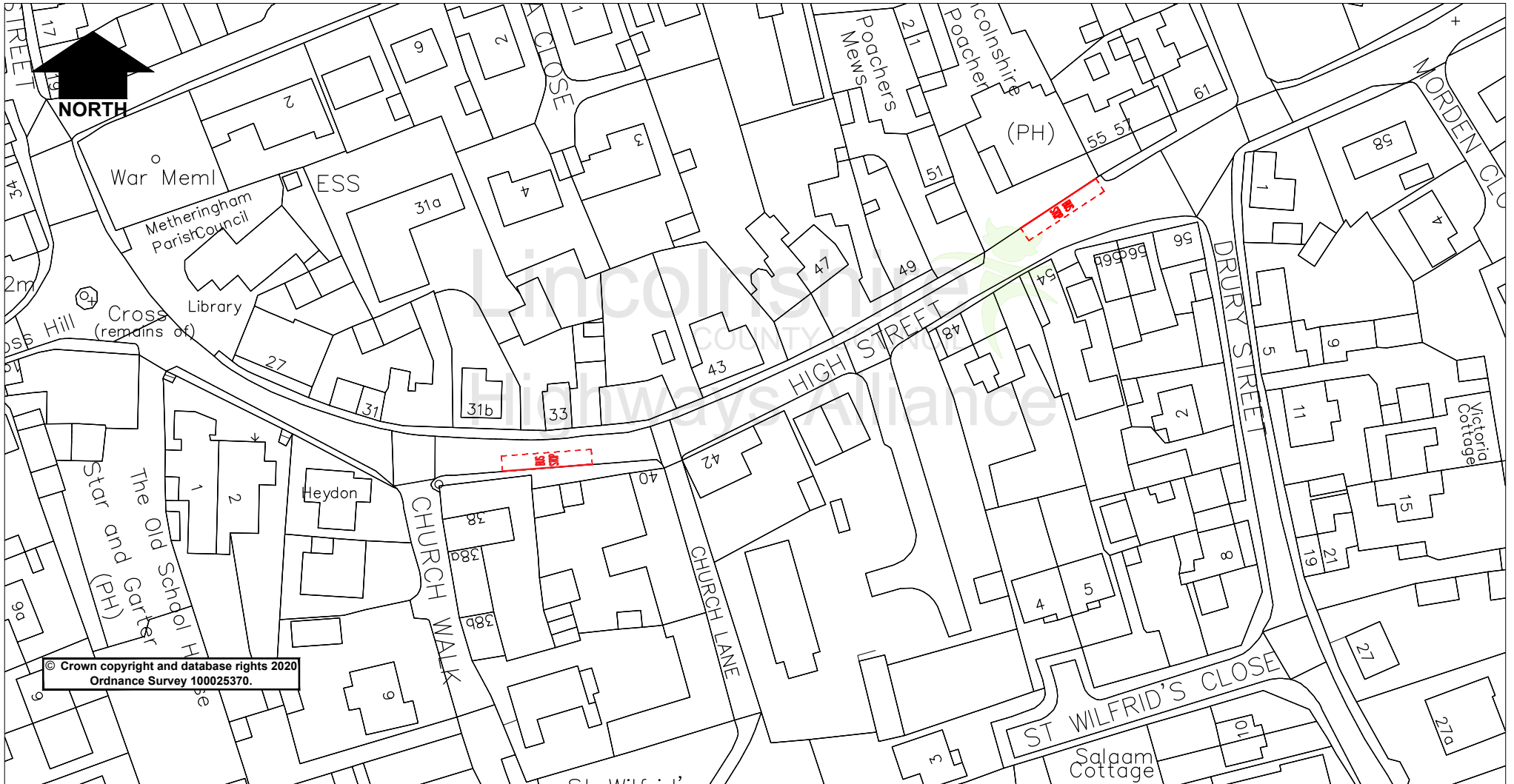
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Consultation documents: objection correspondence.	Available on request

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



This page is intentionally left blank



© Crown copyright and database rights 2020  
Ordnance Survey 100025370.

**APPENDIX B**

Rev.	Description	Drawn	Ch'kd	Auth	Date
		Drawn	Date		
		Ch'kd	Date		
		Auth	Traced		
		Rev.	Scale		
		0	NTS		

**Lincolnshire**  
COUNTY COUNCIL  
**Highways Alliance**  
Lancaster House, 36 Orchard Street, Lincoln, LN1 1YZ

Project		High Street, Metherringham		Project	
Status	Project No.	869		Drawn	Date
				TB	09/11/2021
Drawing Title		Bus Stop Clearways		Auth	Traced
Drawing No.		H/TB/869/001		Rev.	Scale
				0	NTS

This page is intentionally left blank