

**PLANNING AND REGULATION COMMITTEE
5 DECEMBER 2022**

PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)

Councillors 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, N Sear, P A Skinner and T J N Smith

Councillors: P M Dilks, Mrs J E Killey and R Wootten attended the meeting as observers

Officers in attendance:-

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

43 APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors Mrs M J Overton MBE, N H Pepper and R P H Reid.

44 DECLARATIONS OF MEMBERS' INTERESTS

In relation to agenda item 5.3, Councillor I G Fleetwood noted that he had friends that lived in the area covered by Zone 5C.

45 MINUTES OF THE PREVIOUS MEETING OF THE PLANNING AND REGULATION COMMITTEE HELD ON 7 NOVEMBER 2022

RESOLVED

That the minutes of the meeting held on 7 November 2022 be agreed and signed by the Chairman as a correct record.

46 MINUTES OF THE SITE VISIT HELD ON 17 NOVEMBER 2022

RESOLVED

That the minutes of the site visit held on 17 November 2022 be agreed as a correct record, subject to it being noted that Councillor C L E Vernon was not in attendance at the visit.

47 TRAFFIC ITEMS

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48 WEST WILLOUGHBY A153, WILLOUGHBY ROAD - PROPOSED 40MPH SPEED LIMIT
EXTENSION

The Committee considered a report which detailed a proposal for the reduction of the 60mph speed limit on the A153, Willoughby Road to 40mph. investigations had indicated that the above location may be considered a 'Borderline Case', as defined in the Council's speed limit policy.

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

Councillor R Wootten was in attendance as the local member and spoke in support of the proposal, commenting that the proposed reduction in speed limit should be extended to include the village of West Willoughby.

Members commented that they were supportive of the proposal in the report, and felt it was important that the speed restriction was introduced as a priority and extending the area covered by the speed limit was something that could be revisited in the future. Clarification was also sought regarding how the accident rate was calculated.

On a motion proposed by Councillor I G Fleetwood and seconded by Councillor P A Skinner, 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.

49 SPALDING, A151 WINSOVER ROAD - PROPOSED PUFFIN CROSSING FACILITY

The Committee considered a report which detailed the outcome of a pedestrian crossing survey at the site of the existing zebra crossing between the junctions with Hawthorn Bank and Carrington Road, as shown at Appendix B to the report.

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

On a motion proposed by Councillor I G Fleetwood, and seconded by Councillor I D Carrington, it was

RESOLVED (unanimous)

That the submission of a funding bid for a feasibility study, design and installation of a puffin crossing at this location, be supported.

50 LINCOLN, PROPOSED PERMIT PARKING SCHEME ZONE 5C - ROADS BETWEEN SINCIL BANK DRAIN, HIGH STREET, PENNELL STREET AND PORTLAND STREET

Consideration was given to a supplementary report to the earlier one brought to this Committee on 7 November 2022. It was resolved at that meeting to visit the area to gain a better understanding of the potential impact of the proposed scheme to introduce permit parking within the streets shown at Appendix B to the report. A visit to the area was carried out on 17 November 2022.

The Programme Leader: Minor Works and Traffic introduced the report and shared a presentation which detailed the area under consideration. It was noted that 17 objections to the proposed scheme had been received, and these were all detailed within the report.

Councillor Mrs J E Killey was invited to address the Committee as the local member for Lincoln Park, and points highlighted to the Committee included:

- The regeneration vision, which had evolved over time, aimed to improve the quality of life for residents in terms of environmental and levelling up objectives. A residents parking scheme was the first stage of this vision, and there were three main strands which justified the scheme going ahead:
 - 1) There was support for the residents parking scheme from local residents, although there had been some objections, residents overwhelmingly supported the scheme. The neighbourhood office regularly received inquiries about when this scheme would be implemented.
 - 2) The vision - The resident's parking scheme was part of a much bigger scheme and vision for the area. There was a need to move commuters out of the area, and reduce the number of motorists using the area as a rat run between Pelham Bridge and the High Street. This would be followed by the Town Deal which would see streets in this area reconfigured to create a green corridor giving more priority to green spaces, pedestrians and cyclists.
 - 3) Lincolnshire County Council was working with the City of Lincoln Council to remove traffic from this area and the outcome would be reported to central government. The resident's parking scheme was the first stage to regenerating the area, and was part of a much greater strategy.

During discussion by the Committee, it was acknowledged that this was an important issue for residents and it had been extremely useful to hear the views of the local member.

Members expressed concerns that there would be several hundred households who would be paying up to £76 per year for parking which they had previously been able to do without charge. There were also concerns regarding 'mission creep' with this following previous

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schemes introduced within this area, and that this could create a pressure for non-local cars, but should make it easier for local residents to park closer to their homes. However, it was acknowledged that the City of Lincoln Council was keen for this to progress and that the local member was supportive of the scheme.

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

RESOLVED (6 in favour, 0 against, 5 abstentions)

That the objections be overruled and that scheme as advertised be introduced

51 LINCOLN, PROPOSED PERMIT PARKING SCHEME ZONE 5D - ROADS BETWEEN SINCIL BANK DRAIN, CANWICK ROAD, SINCIL BANK FOOTBALL GROUND AND THE EAST WEST LINK ROAD

Consideration was given to a report which detailed objections received to the proposal to introduce a permit parking scheme in Zone 5D – roads between Sincil Bank Drain, Canwick Road, Sincil Bank Football Ground and the East West Link Road in Lincoln. The proposal had been publicly advertised between Thursday, 22 September and Friday, 28 October 2022.

The Programme Leader: Minor Works and Traffic introduced the report and shared a presentation which detailed the area under consideration. It was reported that 32 objections had been received, and these were set out in more detail in Appendix C to the report.

Attention was drawn to the modifications to the scheme which would now include Chelmsford Street, Hope Street and Portland Street.

Member noted that comments made in relation to the previous item were also applicable to this proposal, and that given the slightly lower level of public support for this scheme, seemed to demonstrate that the further from the city centre they go, the less support there was for this type of scheme. There was an acknowledgement that this scheme would come with a cost burden for families in this area, and that there was marginal support for this scheme, and would encourage for future roll out of these schemes, the whole area should be looked at rather than on an area by area basis. Members acknowledged that there could be some parking that could move from area 5C towards this area. The proximity of Pelham Bridge to the town centre in terms of walking distance was also highlighted.

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

RESOLVED (10 in favour, 0 against, 1 abstention)

That the objections be overruled and that the scheme as advertised be introduced, with the inclusion of the minor modifications at Chelmsford Street, Hope Street and Portland Street.

The meeting closed at 11.05 am