



County Offices
Newland
Lincoln
LN1 1YL

6 January 2023

Planning and Regulation Committee

A meeting of the Planning and Regulation Committee will be held on **Monday, 16 January 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

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 M J Overton MBE, N H Pepper, R P H Reid, N Sear, P A Skinner, T J N Smith and 1 Vacancy

**PLANNING AND REGULATION COMMITTEE AGENDA
MONDAY, 16 JANUARY 2023**

Item	Title	Pages
1.	Apologies/replacement members	
2.	Declarations of Members' Interests	
3.	Minutes of the previous meeting of the Planning and Regulation Committee held on 5 December 2022	5 - 10
4.	TRAFFIC ITEMS	
4.1	Sutton on Sea, High Street and Cromer Avenue - proposed amendments to waiting restrictions	11 - 18
4.2	Grantham, Various Roads - Proposed Residents Parking Scheme	19 - 28
4.3	East Heckington A17 - Proposed 40mph speed limit	29 - 42
4.4	Swineshead, Abbey Road - Proposed waiting restrictions	43 - 48

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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, 16th January, 2023, 10.30 am \(moderngov.co.uk\)](#)

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



**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.

**PLANNING AND REGULATION COMMITTEE
5 DECEMBER 2022**

47 TRAFFIC ITEMS

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

**PLANNING AND REGULATION COMMITTEE
5 DECEMBER 2022**

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

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

Report to:	Planning and Regulation Committee
Date:	16 January 2023
Subject:	Sutton on Sea, High St and Cromer Avenue – proposed amendments to waiting restrictions

Summary:

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

Recommendation(s):

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

Background

Concerns have been raised by the local Member regarding the current waiting restrictions on High Street and Cromer Avenue. The current limited waiting restrictions in place apply from 1st May – 30th September for one hour between 10am-10pm daily on High Street and between 10am and 7pm on Cromer Avenue.

Given that there are many businesses in the area these hours of operation are problematic in that the turnover of parking does not occur until late morning, and the one hour restriction is maintained throughout the evening. The result is reduced on street parking availability for customers shopping during the morning, and parking restricted to one hour in the evening when people wish to visit the restaurants and cafes.

To address this it is proposed to amend the one hour restriction on these streets so that it applies between 8am and 6pm daily, as shown at Appendix B. It is also proposed that this restriction should apply throughout the year to maintain a turnover of on street parking for customers visiting businesses in the area.

Two objections have been received to these proposals. Loading and unloading often takes place in the morning when parking is unrestricted until 10am. The introduction of one hour limited waiting bays will interfere with this arrangement. There are concerns that parking will be displaced into nearby streets and that visitors will be forced to park in the District Council car park which is in poor condition and is chargeable. A request has been

received suggesting that the seasonal restriction should be removed in other streets in the area, as permitted parking on these all day during the winter leads to traffic congestion. The proposed restriction is to apply all year which will be unnecessary given the low footfall in the winter.

These comments are noted. With regard to loading within the limited waiting bay, if this extends beyond the hour permitted for parking then a Civil Enforcement Officer may confirm loading is still ongoing and issue a waiver if required.

The purpose of the proposed restrictions is to maintain a turnover of parking for shoppers visiting the many businesses which operate throughout the year, not just during the summer season. There may be some displacement of parking into the surrounding area and, during busy periods, long term parking nearby may only be available in the car park. Plans have recently been approved for a resurfacing scheme here.

An initial scheme considered a more extensive replacement of seasonal restrictions in addition to those proposed on High Street and Cromer Avenue, but feedback following consultation was that the amendments should be restricted to these two areas.

Conclusion

The proposed changes to waiting restrictions in High Street and Cromer Avenue are located within the amenity and shopping areas. The turnover of on street parking they will generate from 8am daily will benefit local businesses and their customers. Similarly, the evening economy will benefit from unrestricted parking after 6pm. If the scheme is introduced any issues arising can be assessed in due course.

Consultation

The following were consulted on these proposals: Local Member, East Lindsey District Council; Mablethorpe and Sutton Town Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; NFU; Bus companies - Stagecoach, PC Coaches, Brylaine and Grayscroft.

The local Member is in support of the proposals.

Following statutory consultation, the proposal was publicly advertised from 27th April 2022 to 27th May 2022. Consultation documents were hand delivered to residents and businesses on 25th April 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

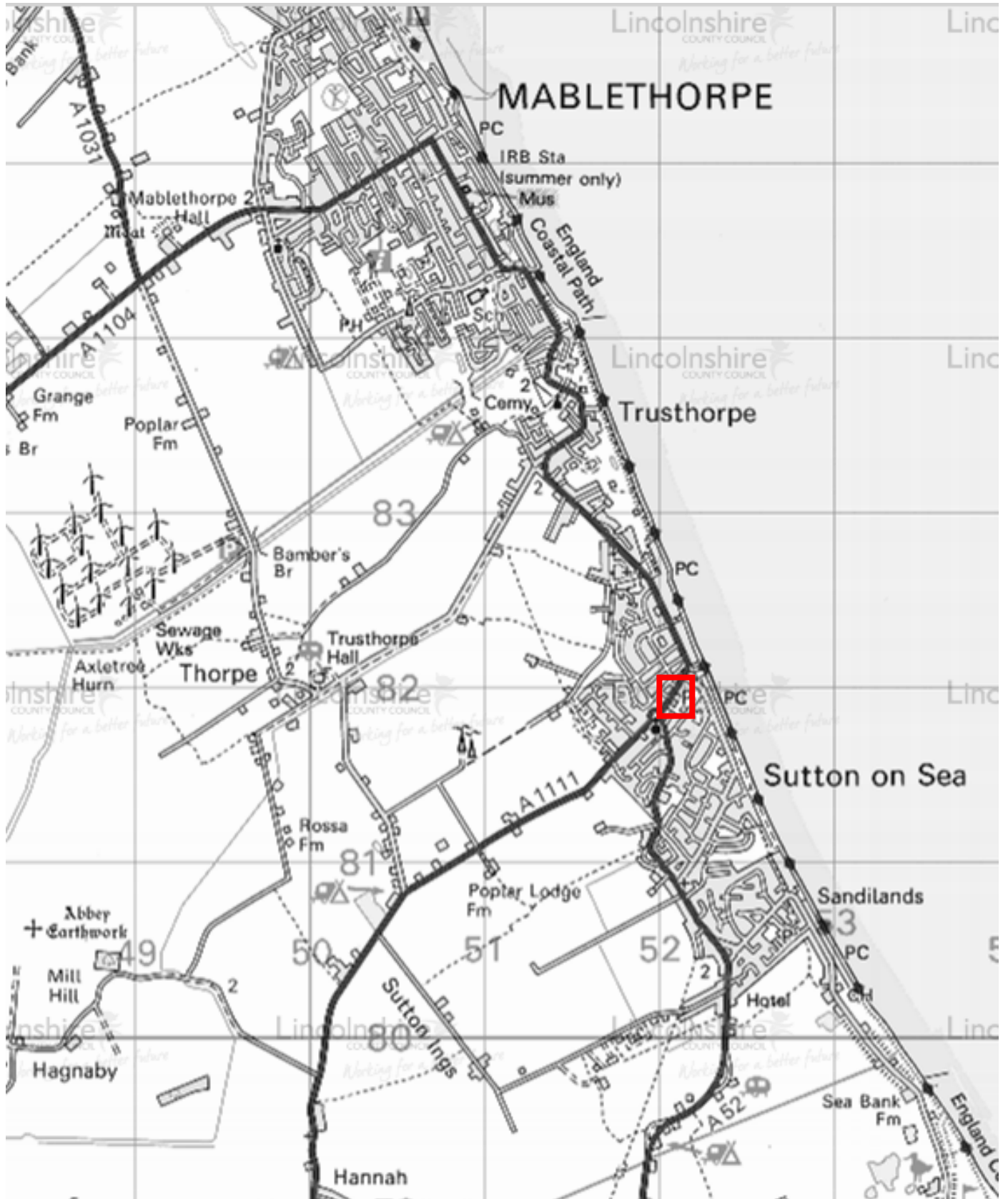
This report was written by Tina Featherstone, who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk.

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Appendix A

APPENDIX A: Site location

Sutton on Sea, High St and Cromer Avenue – proposed amendments to waiting restrictions



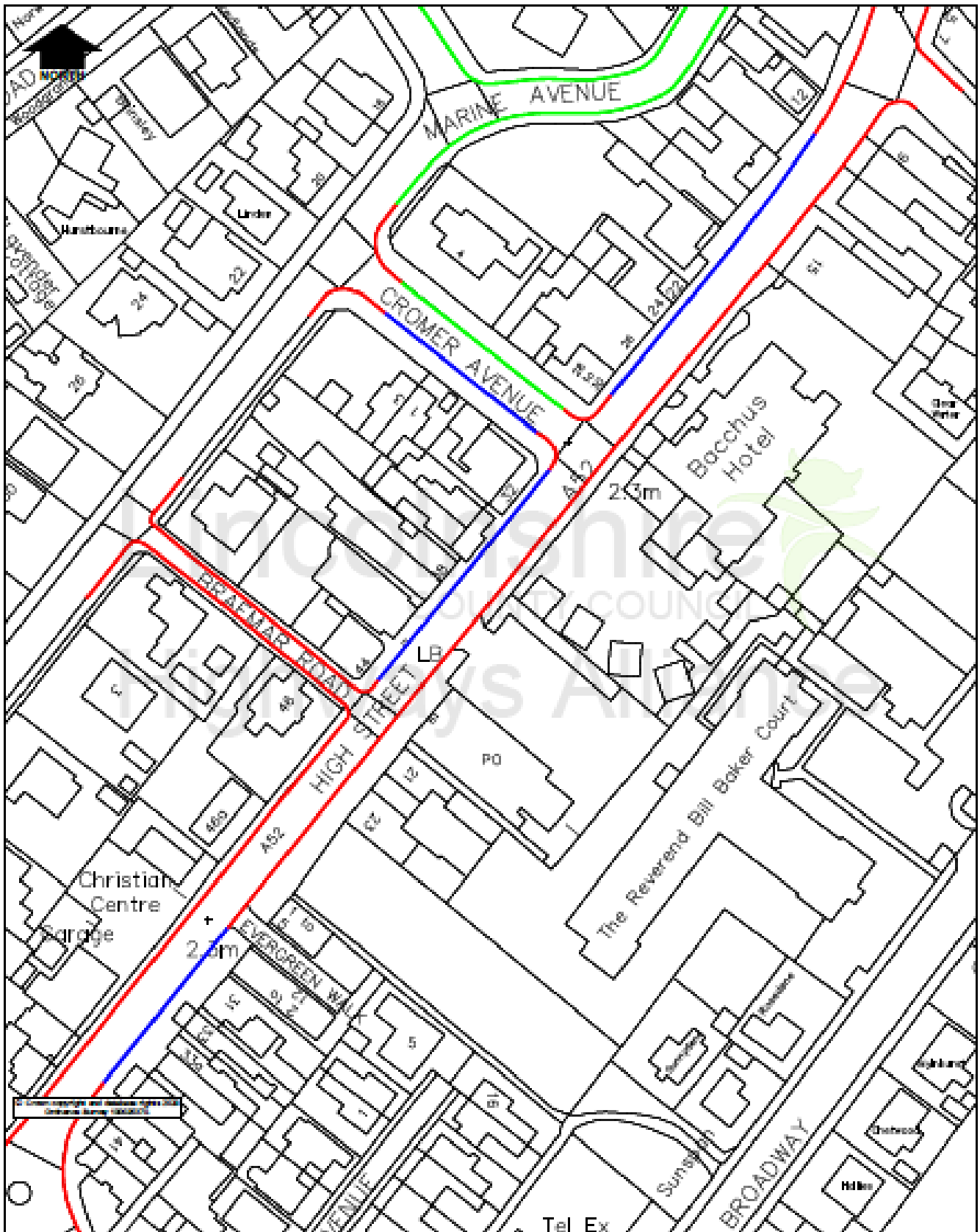
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Appendix B

APPENDIX B: Sutton on Sea, High St and Cromer Avenue – proposed amendments to waiting restrictions

KEY

- Proposed 1 Hour Limited Waiting 8am-6pm, No return within 1 Hour
- Existing No Waiting 10am-7pm 01 May - 30 Sep
- Existing No Waiting at Any Time



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

Report to:	Planning and Regulation Committee
Date:	16 January 2023
Subject:	Grantham, Various Roads - Proposed Residents Parking Scheme

Summary:

This report considers objections to a proposed Residents Parking Scheme (RPS) Zone 1A, in the vicinity of the train station in Grantham.

Recommendation(s):

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

Background

Roads in the residential areas around Grantham town centre and train station have for some time been subject to on street parking by shoppers and commuters, reducing the capacity for residents to park near to their properties.

Following a request for a permit parking scheme to be introduced, residents within four potential zones were canvassed for their support for such a scheme. The results confirmed that only the zone in the vicinity of the train station received sufficient support for it to be a viable scheme. Following further contact with the residents here the decision was taken to progress the traffic regulation order required for its implementation.

The proposed scheme will be in operation Monday to Saturday, 8am-6pm, with two hour limited waiting bays to apply Monday to Friday, 8am-6pm for use by non-permit holders; these bays will be available for unlimited parking at weekends when the numbers of commuters will be reduced.

A total of 11 objections were received citing various concerns relating to the scheme and these are listed, along with officer's comments, at Appendix C.

In summary, there is concern about the additional cost of permits for residents should the scheme be implemented, given the ongoing increase in the cost of living. It is suggested

that the scheme will fail as it does not address competition for parking after 6pm, when reserved space for permit holders would no longer apply. Many are concerned about the impact on visitors and carers accessing the area.

The content of the objections is noted. Any decision on this proposal will take into account the effect of increases in the costs borne by residents at this time and in the coming months. It is recognised that the scheme will have limitations in terms of provision for permit holders during the evenings. The scheme however is designed to exclude non-residents when there is demand from them, which is during the daytime. However more space for residents and permit holders outside this time cannot be provided. The concerns of nearby businesses are noted, but the aim of the scheme is to give permit holders priority over commuters. There are alternative places to park both off and on street, although these may be less convenient and incur costs. Parking by visitors and carers is provided for through the scheme's visitor permit system, with limited waiting bays also available for those without a permit.

Conclusion

The proposed permit scheme will provide parking for permit holders and short term parking for non-permit holders only during those periods when commuters or shoppers may use the area for free parking. These will be deterred from driving through the area searching for on street parking and which will reduce the additional noise, pollution and potential danger to pedestrians this may generate.

Consultation

The following were consulted on these proposals: Local Member, South Kesteven District Council; Grantham Town Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; National Farmers Association; Stagecoach; Centrebus; Confederation of Public Transport; Traffic Commissioners.

Following statutory consultation, the proposal was publicly advertised from 14 October 2022 to 16 November 2022.

The consultation documents were delivered to all residents within the proposed zone via Royal Mail in the week commencing 3 October 2022.

The local Member is in support of the proposals.

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 restrictions
Appendix C	Details of objections and comments

Background Papers

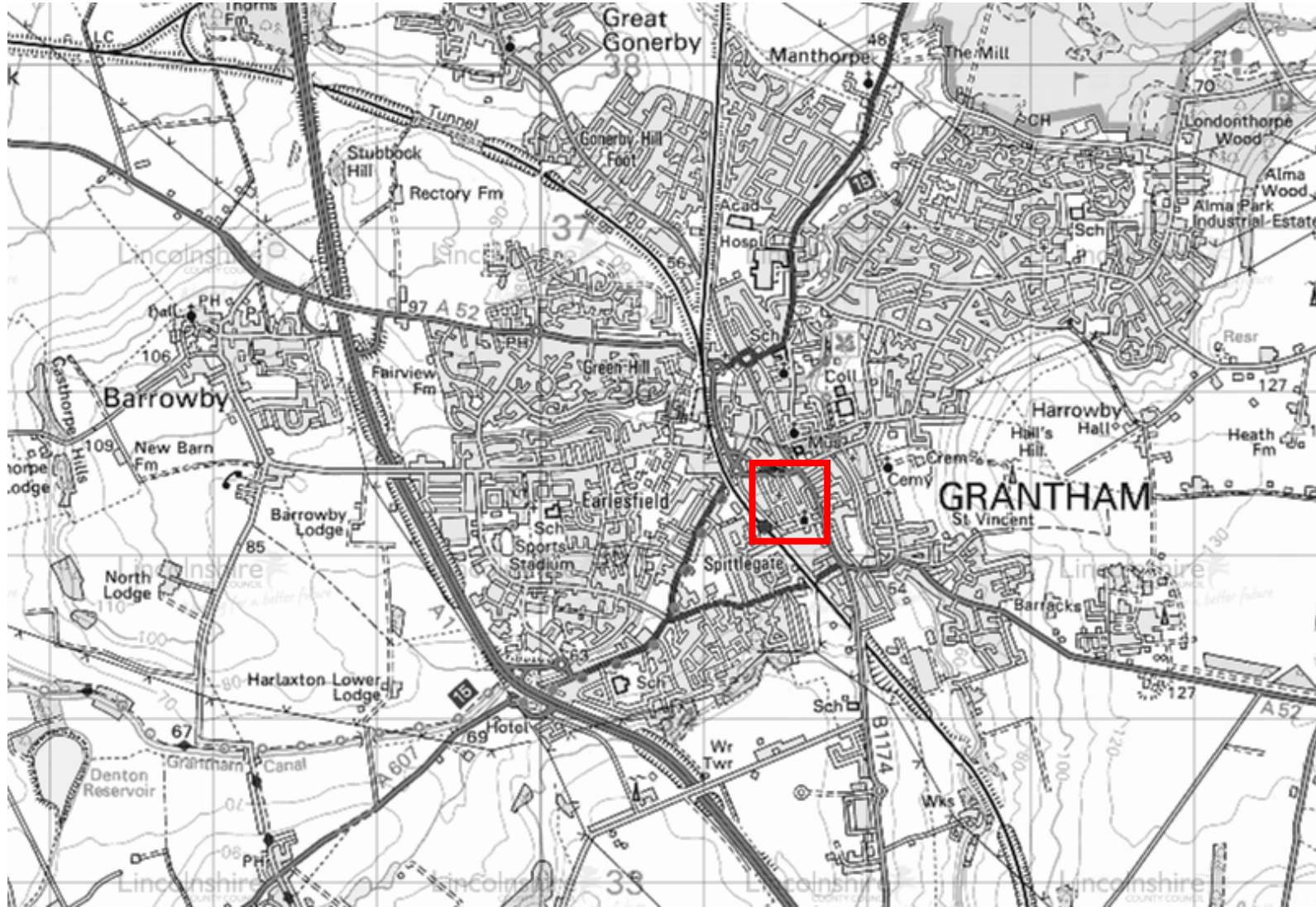
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

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

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

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APPENDIX A : Site location - Grantham, various roads – proposed residents permit scheme Zone 1A

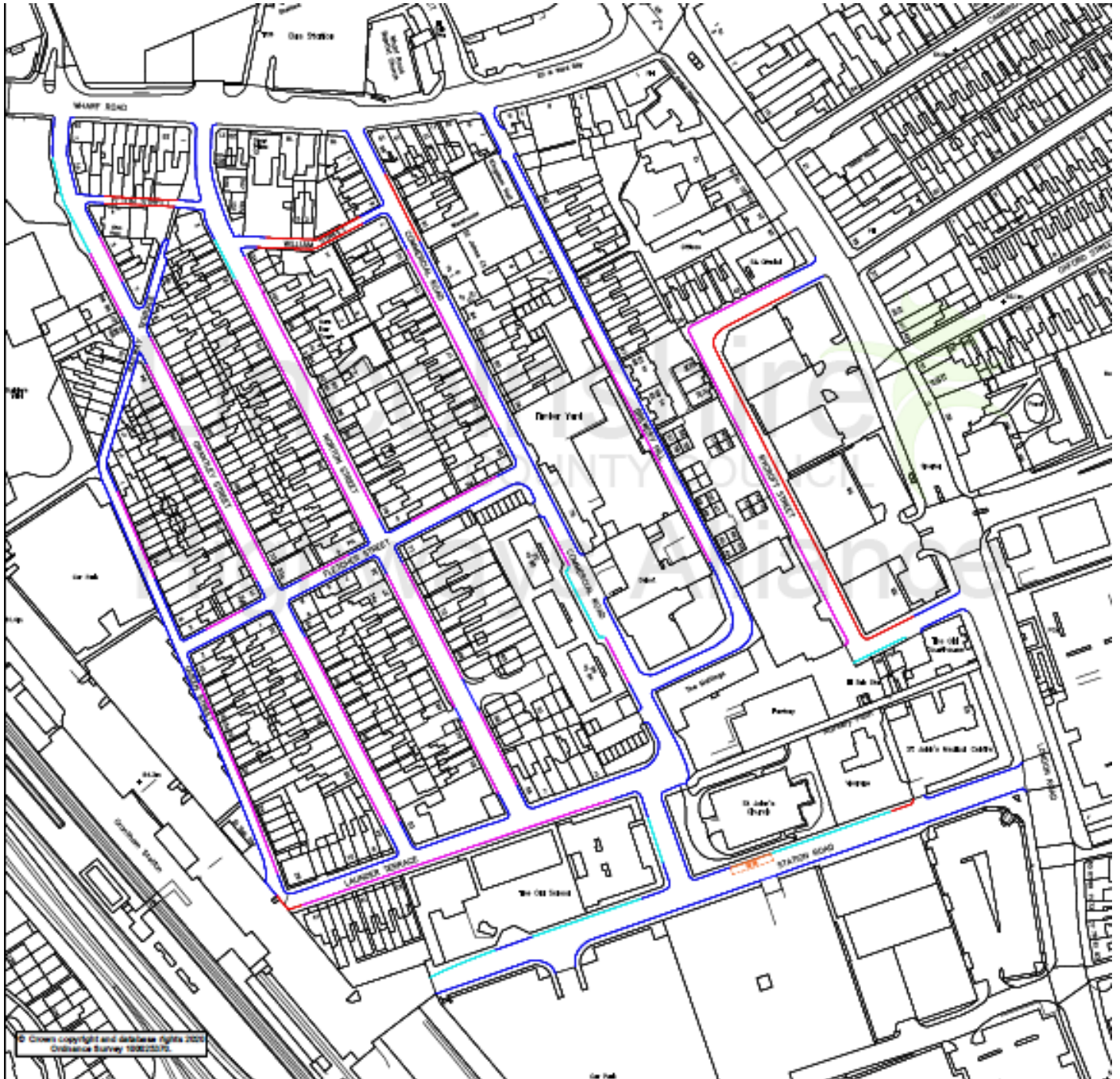


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Appendix B

APPENDIX B : Grantham, various roads – proposed residents permit scheme Zone 1A

KEY	 Proposed Residents Parking	 Proposed No Waiting at Any Time
	 Proposed 2 hours limited waiting, Monday to Friday, 8am to 6pm, No return with 1 hour	 Existing No Waiting at Any Time



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Appendix C

APPENDIX C : Grantham, various roads – proposed Residents Parking Scheme Zone 1A

Details of objections.

The cost of parking permits will be an additional burden to residents already dealing with the cost of living crisis.	This will be taken into consideration as part of the decision making process.
If the purpose of the scheme is to deter commuters then residents should be entitled to free permits or at least one free permit.	The scheme must be self financing in order to be viable. It will therefore be necessary to charge for permits to cover the cost of administering the scheme and enforcing it.
The scheme will force residents into having no option but to purchase a permit, otherwise there will be no where for them to park.	The current situation is that during the day on street parking is restricted for residents so parking is limited for them. The aim of the scheme is to allow permit holders an advantage over non permit holders.
Vulnerable, less well off and elderly residents may not have the means to purchase vehicle or visitor permits digitally, risking further social isolation.	Should the scheme be introduced assistance and information on how to obtain permits and visitor passes will be provided.
The scheme will impose additional stress on residents as it requires permits and visitor permits to be displayed with the risk of penalty charge notices being a constant worry.	Initially when a permit scheme is introduced residents may take some time to adjust. However once a scheme is established this is rarely an issue.
Parking for carers and visitors will be compromised by the scheme	A system by which visitor permits and passes may be supplied will be available if the scheme is introduced. Contact details of how these will work have been provided to each eligible property.
The scheme penalizes those working from home as they would have to purchase a permit for the vehicle to park during the day.	The current situation is that during the day on street parking is restricted for residents so parking is limited for them. The aim of the scheme is to allow permit holders an advantage over non permit holders.
The scheme will be ineffective as it will apply during the daytime only. The scheme should be in operation throughout night also as this is when the space for on-street parking is limited.	It is recognised that the scheme will have limitations in terms of provision for permit holders during the evenings. The scheme however is designed to exclude non-residents when there is demand from them during the day, but more space for residents and permit holders outside this time cannot be provided
Concerns that applying the scheme on Saturdays is unnecessary as commuters will not be using the area.	If the scheme is introduced its effects can be monitored and amendments applied as required.
A 1 hour waiting restriction to apply between 10:00-11:00am is suggested as an alternative deterrent to commuters rather than a permit scheme.	A scheme of this nature would mean that residents would be required to relocate their vehicles during the period of restriction also.
The need to create marked bays for the scheme will reduce on street parking space overall.	The scheme is to be applied as a zone within which marked bays will not be required, except where waiting is limited.
The provision of two permits per property will be insufficient for house of multiple occupation.	The issuing of more than 2 permits risks oversubscription of the scheme which would reduce overall space for all permit holders.
The scheme will not guarantee a parking space outside a permit holder's property, which presents difficulties for those with mobility issues.	The scheme cannot guarantee any permit holder a space outside their property. This will be neither practical or legal within the public highway.
The scheme assumes that residents will always be using the same vehicle, or be the owner of that vehicle. This may not be the case and will require administration changes which will be burdensome.	There may be some residents who have irregular vehicle arrangements. The majority will however be using the same vehicle(s). The Council will be happy to discuss how any unusual arrangements can be accommodated.
There will be a negative effect on local businesses as their staff will be unable to park within the zone.	Businesses within the zone will be entitled to permits.

<p>The additional double yellow lines proposed are unnecessarily prohibitive when residents need to park to load and unload on occasion, receive deliveries or employ tradespeople who need to park.</p>	<p>Additional 24 hour waiting restrictions have been proposed to maintain traffic flow and protect junctions, and where the roads are too narrow to support on street parking. However, should the scheme be introduced it may be reviewed and amendments proposed as required. Parking for the purposes of loading and unloading is permitted on yellow lines. A separate permit for tradespeople can be supplied.</p>
<p>The permit scheme is a means of raising revenue for the council.</p>	<p>The costs of the permits reflect the costs of administering and enforcing the scheme. The County Council is not permitted to extract profit from it.</p>



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

Report to:	Planning and Regulation Committee
Date:	16 January 2023
Subject:	East Heckington A17 – Proposed 40mph speed limit

Summary:

This report considers a request for the existing 50mph speed limit on the A17, East Heckington, to be reduced to 40mph as shown at Appendix D.

Recommendation(s):

That the Committee approves the revised extent of reduction in speed limit proposed at Appendix D, so that the necessary consultation process to bring it into effect may be pursued.

Background

Following a request for a review of the current 50mph speed limit through East Heckington an assessment has been carried out. Speed survey equipment was installed at the three sites identified at Appendix B with the following results:

Site 1 – 46mph; Site 2 – 42mph; Site 3- 46mph

In accordance with the criteria set out in the speed limit policy 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.

Table 3

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

The report brought to this committee on 7th November last year recommended that the Committee approve a 40mph speed limit for the length shown at Appendix B on the basis that, taking into account the mean speed results at survey sites 1 and 3, the criteria for a Borderline Case are met. The Committee considered the recommendation but were concerned that reducing the speed limit over such an extended length of the A17 would impact negatively on traffic flows, and that vehicle speeds were already largely self-regulating as the mean speed results indicate. However, it was noted that there were various junctions and accesses to small businesses along the road. Members resolved that, as this was a borderline case, further information was required from officers on the nature and number of collisions under the current speed limit, so that a more informed decision on the matter could be made.

Detailed information on the 15 reported injury accidents which have occurred over the last five years on this stretch of the A17 within the 40mph limit originally proposed is provided at Appendix C. As a result of reassessment, a revised proposal shown at Appendix D, which focuses the speed limit reduction around a central area of activity and where a number of collisions have occurred, is proposed.

Conclusion

Approval of a Borderline Case is at the discretion of this Committee and given the comments raised in response to the initial proposal for a 40mph speed limit reduction at this location, the extent of that proposal has been reduced in line with a mean speed of 42mph which allows a 40mph speed limit to be pursued in accordance with policy criteria, and without the need for Committee approval.

Consultation

No formal consultation is required at this stage.

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	Original extent of 40mph speed limit proposed and survey locations
Appendix C	Information on road traffic accidents
Appendix D	Revised proposal for 40mph speed limit

Background Papers

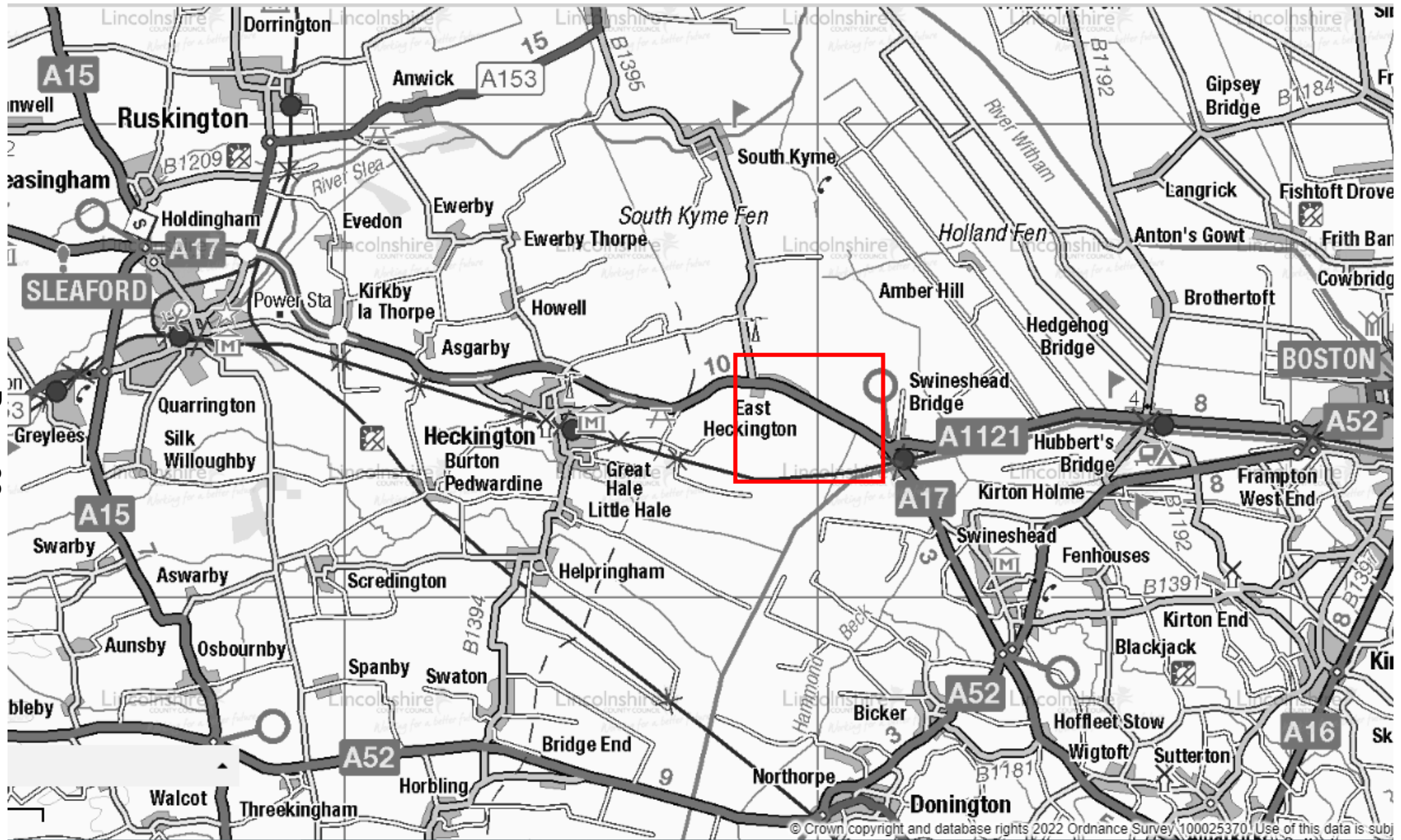
The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Correspondence; speed survey results	Available on request

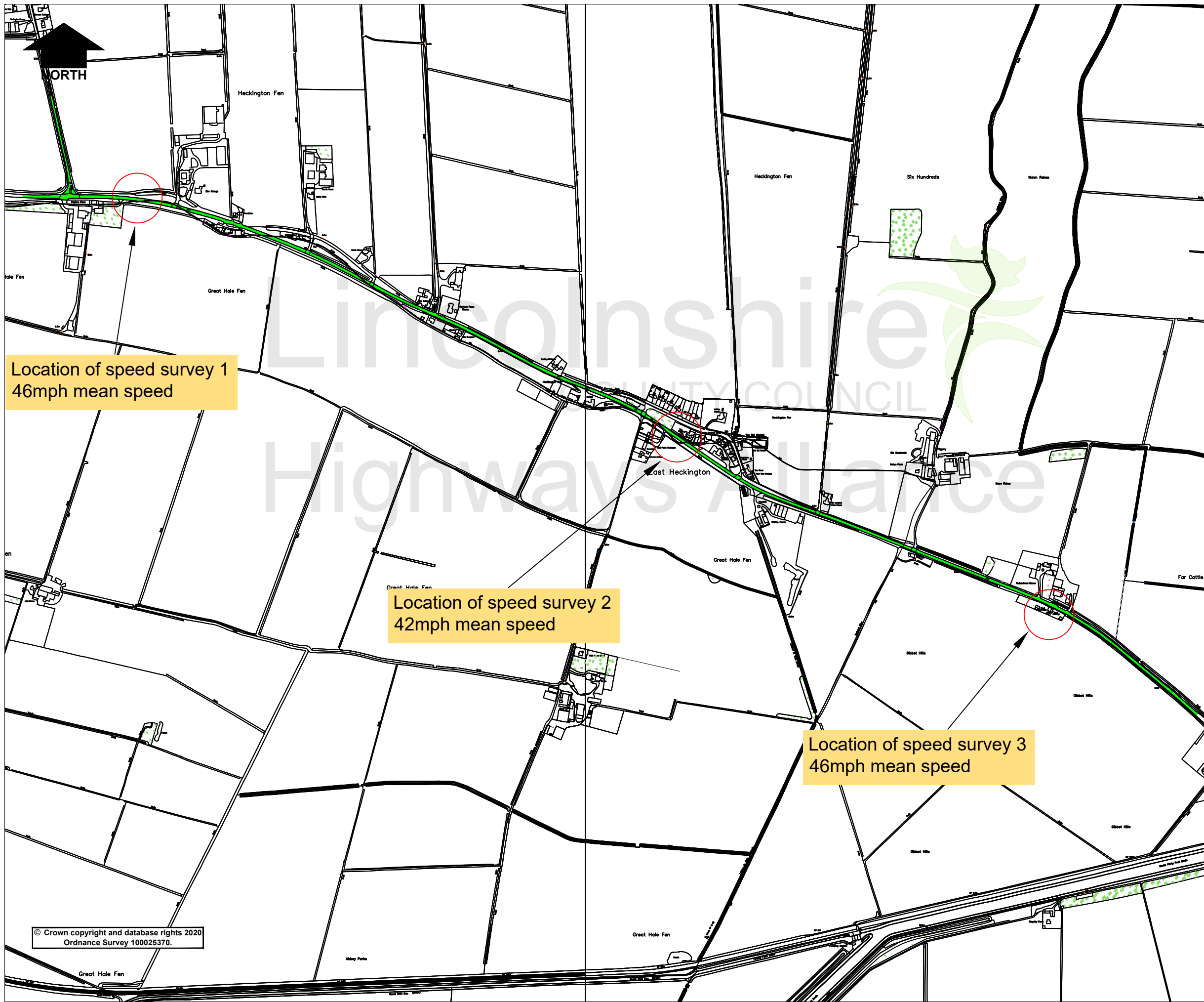
This report was written by Tina Featherstone, who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk.

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APPENDIX A : A17 East Heckington speed limit review



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Location of speed survey 1
46mph mean speed

Location of speed survey 2
42mph mean speed

Location of speed survey 3
46mph mean speed

Key

Proposed 40mph

Currently 50mph

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Ordnance Survey 100025370.

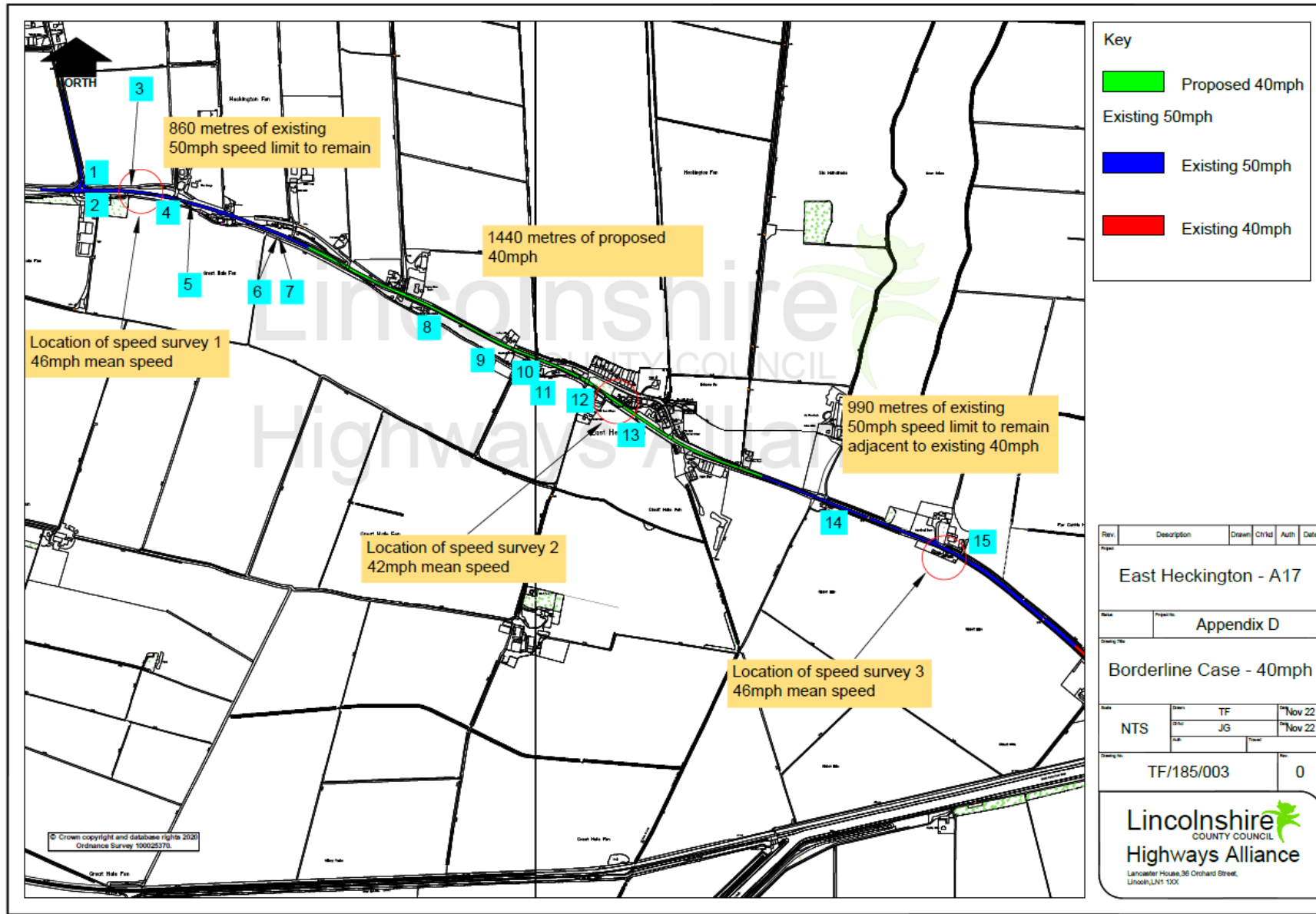
Rev.	Description	Drawn	Ch'kd	Auth	Date
Project East Heckington - A17					
Status Project No. Appendix B					
Drawing Title Borderline Case - 40mph					
Scale NTS	Drawn	TF	Date June 22		
	Ch'kd	JG	Date June 22		
	Auth		Traced		
Drawing No. TF/185/003					Rev. 0

Lincolnshire
COUNTY COUNCIL

Highways Alliance

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

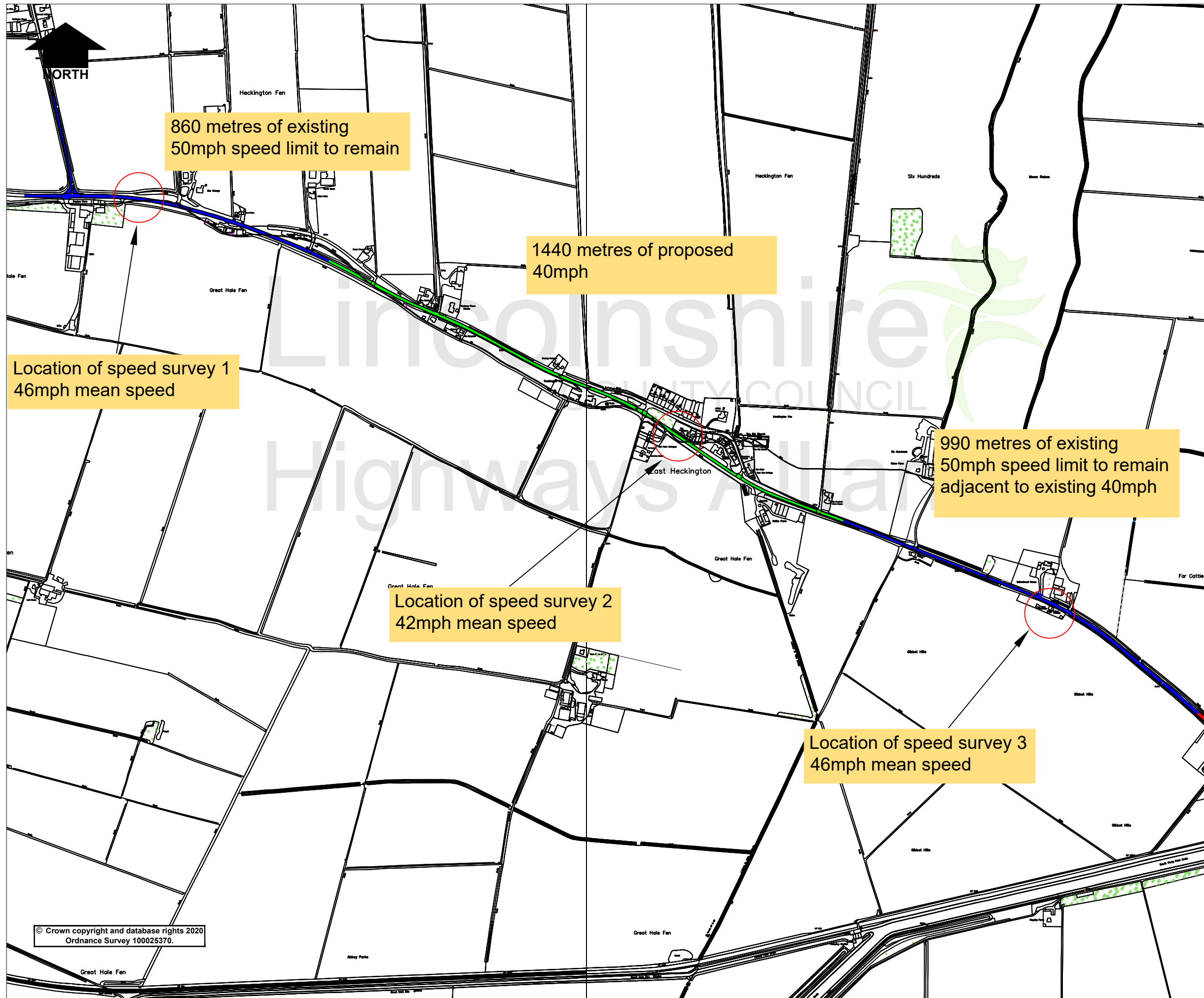
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Ref.	Incident & Cause	No. of Vehicles	Weather Conditions	Severity
1	Vehicle 1 pulled out of side road junction and into the path of vehicle travelling on main road Failed to look properly	2 x Car	Daylight Fine	Slight
2	Report not available			Slight
3	Vehicle 1 has veered onto the opposite side of the road and collided with vehicle 2 Careless/Reckless/In a hurry	2 x HGVs	Dark Raining	Slight
4	Vehicle 2 has been travelling along the A17 towards Sleaford follow a van. Vehicle 2 has come to a stop as the van has indicated to turn into a side road leading to elm garage studio and some houses. Vehicle 2 has just applied their hand brake when vehicle 1 has struck vehicle 2 from behind. Vehicle 1 has just caught the rear near side of vehicle 2 and it is highly likely that vehicle 1 has attempted to avoid vehicle 2 leading to vehicle 1 coming off the road landing in a ditch Failed to judge other person's path or speed	V1 Car V2 HGV	Daylight Raining	Serious
5	Vehicle 1 was travelling west along the A17 and was seen by witnesses to drive up the nearside kerb and the correct itself, cross the carriageway directly into the path of vehicle 2 which could not avoid a collision Swerved	Car Goods Vehicle	Daylight Dry	Fatal
6	Vehicle 1 carried out poor manoeuvre and hit the central reservation and lost control coming off his motorcycle Failed to look properly	Motorcycle	Daylight Fine	Slight
7	Traffic slowing westbound on A17 to enter jet petrol station in east Heckington. Vehicle 2 behind a vehicle that has decided to turn into the petrol station late which has made vehicle 2 brake hard. Vehicle 1 behind has had to brake hard but had a trailer on the back which has locked up and vehicle 1 has hit the rear of vehicle 2 Failed to judge other person's path or speed/ following too close	2 x Car	Daylight Fine	Slight

8	Vehicle 1 was travelling eastbound on A17 the vehicle moved across its lane towards the right and clipped the curb with the front offside wheel causing the driver to loose control and the vehicle to come to a stop by rolling onto its passenger side staying in the same lane Dazzling headlights	2 x Car	Dark Dry	Slight
9	Vehicle 1 travelling east on A17. Vehicle 1 swerved into the right hand lane colliding with vehicle 2 and then colliding into vehicle 3. Vehicle 2 and vehicle 3 were travelling westbound. Vehicle 3 entered nearside ditch Illness or disability, mental or physical	3 x Car	Daylight Raining	Slight
10	Vehicle 2 has been travelling from Heckington towards Swineshead bridge. Vehicle has been stationary behind another vehicle signalling to turn right into the jet petrol station. Vehicle 1 has been travelling behind vehicle 2 and collided into the rear of vehicle 2 causing damage Failed to judge other person's path or speed	V1 Motorcycle V2 Car	Daylight Fine	Slight
11	Vehicle1 has swerved to avoid an animal in the carriageway and collided with the central island Animal or object in carriageway/swerved	Goods Vehicle	Dark Dry	Slight
12	Vehicle 1 ran into the back of vehicle 2 Dazzling sun	V1 Car V2 Goods Vehicle	Daylight Fine	Slight
13	It would appear vehicle 3 was slowing down in traffic. Vehicle 2 behind vehicle 3 also slowed. Vehicle 1 has failed to slow and driven into the rear of vehicle 2 which was shunted into the rear of vehicle 3 Following too close	V1 Car V2 Car V3 Good Vehicle	Daylight Fine	Slight
14	Vehicle 1 has pulled out into path of vehicle 2 Failed to judge other person's path or speed	V1 Car V2 Goods Vehicle	Daylight Raining	Slight
15	Driver of vehicle 1 driving at excessive speed along the A17 from Boston. Vehicle left road and rolled across private road bridge and went into a ditch. Witness stated they has seen them driving aggressively and speeding Aggressive driving	Small Goods Vehicle	Daylight Fine	Serious

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Key

- Proposed 40mph
- Existing 50mph
- Existing 40mph

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project: East Heckington - A17					
Status: Appendix D					
Drawing Title: Borderline Case - 40mph					
Scale: NTS		Drawn: TF	Date: Nov 22		
		Ch'kd: JG	Date: Nov 22		
Drawing No.: TF/185/003		Rev.: 0			

Lincolnshire
COUNTY COUNCIL

Highways Alliance

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

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Ordnance Survey 100025370.

Appendix D
Lincolnshire County Council Highways Alliance
TF/185/003 Rev 0
Nov 22

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

Report to:	Planning and Regulation Committee
Date:	16 January 2023
Subject:	Swineshead, Abbey Road - Proposed waiting restrictions

Summary:

This report considers objections received to proposed waiting restrictions at Abbey Road as shown at Appendix B.

Recommendation(s):

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

Background

Following a request from the local county councillor for waiting restrictions in the vicinity of the school on Abbey Road, the area has been monitored and assessed. Site visits have confirmed that during school drop off and pick up times, indiscriminate on street parking results in congestion and reduced forward visibility for drivers and pedestrians. Lack of passing places results in vehicles meeting head on and carrying out manoeuvres to turn around in the carriageway which presents a hazard for children navigating the area.

To manage parking to provide a safer environment a restriction on parking to apply Monday-Friday, between the hours of 8:00 and 9:30am and 2:30 and 4:00pm is proposed, as shown at Appendix B.

One objection has been received to this proposal. The objector believes that the lack of footway provision beyond the area around the school will make it dangerous for parents parking further away, and that they themselves do not have time to walk with their child for the additional distance which would result from these proposals.

The objection is noted. However, although the proposed restrictions will apply for some distance along Abbey Road they are the minimum required to achieve the aims of the scheme. The bend in the road reduces visibility on the western approach to the school and restrictions are required to promote safety for all highway users. Alternative places to park are available a short distance away and these are served by a footway on at least one

side of the road. Given the extent of on street parking which occurs, it is difficult to secure a space close to the school in any case. The potential for a School Crossing Patrol has been considered at this location. The removal of parking in this area will improve safety for that facility so if the restrictions are introduced further work on the potential introduction of a patrol will be carried out.

Conclusion

The extent of the restrictions proposed will serve to improve safety for both drivers and pedestrians by removing on street parking specifically at school start and finish times. They will also enhance the potential for a School Crossing patrol facility at this location.

Consultation

The following were consulted on these proposals: Local Member, Boston Borough Council; Swineshead Parish Council; Lincolnshire Police; EMAS; Lincolnshire Fire & Rescue; Road Haulage Association; Freight Transport Association; NFU; Traffic Commissioners; Confederation of Public Transport; Stagecoach East Midlands. Copies of the consultation documents were delivered to affected frontagers on 8th June 2022.

An advertisement was placed in Boston and Sleaford Standard on 15th June 2022 with an objection period ending on 15th July 2022. The documents were also available on the County Councils' website.

The local Member is in support of the proposals.

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.
Correspondence; Consultation documents.	Available on request.

This report was written by Jamie Earls who can be contacted on 01522 782070 or TRO@lincolnshire.gov.uk.

APPENDIX A : Swineshead, Abbey Road – proposed waiting restrictions



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