



**PLANNING AND
REGULATION
COMMITTEE
SITE VISIT
13 March 2020**

PRESENT: COUNCILLOR I G FLEETWOOD (CHAIRMAN)

Councillors T Ashton (Vice-Chairman), Mrs A M Austin, L A Cawrey, D McNally, N H Pepper and S P Roe

Officers in attendance:-

Steve Blagg (Democratic Services Officer) and Jeanne Gibson (Programme Leader: Minor Works and Traffic)

1. APOLOGIES/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors D Brailsford, Mrs J Killey, Mrs A M Newton, Mrs M J Overton MBE, P A Skinner, H Spratt, C L Strange and M Storer.

The Chief Executive reported that under the Local Government (Committee and Political Groups) Regulations 1990, she had appointed Councillor Mrs A M Austin to the Committee, in place of Councillor Mrs A M Newton for the period from 13 March to 6 April 2020.

2. SITE VISIT TO A16/B1166 RADAR JUNCTION, A16/B1040 JUNCTION, CROWLAND

The Planning and Regulation Committee at its meeting on 2 March 2020, deferred consideration of a report in connection with proposals to impose a number of restrictions on the movement of traffic at A16/B1166 Radar Junction, A16/B1040 Junction, Crowland, with the intention of implementing them on a trial basis by way of an experimental Traffic Regulation Order (TRO), pending a site visit to both junctions by the Committee.

Comments noted were as follows:-

- The misjudgment of the speed of vehicles on the A16 approaching both junctions had been the main factor which had caused the accidents.
- 21 accidents in ten years of which three had been fatal and two thirds of the accidents had involved crossing or turning at the junctions.
- The side roads were busy particularly Hulls Drove.
- Should the experimental TRO be introduced as reported to the Committee on 2 March then this would cause disruption and had

attracted a lot of objections.

- There was a layby on the A16 near the junctions and if the experimental TRO was introduced the lay-by would be coned off too as part of the experiment, in order to prevent 'U' turns. However, the layby, as witnessed by members, was well used.
- Signage knocked down at Radar Junction.
- The speed limit at both junctions was 60mph.
- Officers stated that speed could be examined at Radar Junction.
- The Lincolnshire Road Safety Partnership had indicated that it was possible to reduce speed at Radar junction.
- A roundabout at radar Junction was considered the long term solution.
- The hatching at the junctions caused confusion.
- The presence of an Anaerobic Digester added to the extra traffic at the junctions.

The site visit closed at 2.30pm.