



HIGHWAYS & FOOTPATHS WORKING GROUP
Report to Parish Council 02 June 2020
Lead Cllrs: L Bennett, J Clark, C Hainsworth (Co-ordinator),

Last report to Council: 03 March 2020

1. COMMUNITY SPEEDWATCH (CSW)

Roadside Checks

Due to the current restrictions all roadside checks have been suspended
Whilst the number of vehicles is significantly reduced there are still reports of excessive speeds around the Parish.
On 26 May 2020 LRSP confirmed:

“Lincolnshire Police and the LRSP are committed to enforcement activity as often as resources allow. Your neighbourhood Policing Teams are a good place to start to express your concerns on a local level. CSW activity is still currently suspended, until government advice changes to allow meeting with more than one person from another household.”

Vehicle Activated Sign (VAS)

This is still located at Stainby and is continuing to be maintained by a volunteer.

“White Gates” Project

Council Projects were suspended during March and April 2020 and will be resumed as soon as possible.
The actions were agreed at full Council meeting on 03 March 2020 and Cllrs Bouvie and Hainsworth will liaise to see how we can progress this with the current restrictions.

ACTION (Cllrs Hainsworth/Bouvie)

- **Costings and potential funding streams to be investigated further to report back to Council**
- **Contact SKDC regarding their position to support Councils**
- **Consider with Clerk community consultation via In Touch/Noticeboards/Survey**

2. FOOTPATHS

No report

3. PRIORITIES for LCC

Whilst the current emergency restrictions are in place the priorities continue to be monitored.

Cllr Adams continues to raise issues with LCC

At the beginning of May 2020 Cllr Adams asked us to supply him with a list of outstanding highway repairs and new ones whether they have been reported or not although job numbers will be helpful. The Clerk has provided Cllr Adams with issues provided by Cllrs.

	Priority	Current Situation and updates
1	High Street Traffic Calming Details of proposals received for traffic calming on the High Street (particularly at Houghton Lane due to the narrowing of the road and children crossing) have been shared with LCC.	Unlikely that this will be supported due to costs and no evidence of accidents/incidents that would give concern. LCC are still not currently processing traffic calming scheme requests and this would require further investigation by them
2	Bridge End: New issues have arisen with the move of the Co-op; (e.g. parking on verges, lack of pavement, risks of flooding, access	This is an area for further investigation A request has been submitted to Cllr Adams for an on-site meeting with LCC Officer Rowan Smith A list of issues will be maintained to provide to LCC



	Priority	Current Situation and updates
	issues – particularly for people with poor mobility).	
5	A1: The Parish Council has consistently raised concerns about the safety of the A1 and this is reported at monthly meetings as the closures and congestion impacts directly on our Parish .	The A1 does not fall within the remit of LCC; Highways England are still developing their improvement plan which will eventually be presented for consultation. There are no timescales available.
7	Flooding/Drainage/Soakaways: There has become a noticeable deterioration in drainage of surface water, particularly on the B676 (from crossroads to A1)	Continue to monitor and report issues to LCC through standard processes (Fixmystreet) No problems have been reported due to the dry weather

4. ISSUES LOG – Traffic and road safety

4.1. Bollards outside the Co-op/verges

Continues to cause concern with no solution put forward
The situation continues to be monitored

4.2. The number of potholes affecting the Parish continues to be problematic.

These will be reported on FixMyStreet which came under the management of a new Contractor from 01 April 2020.

4.3. Cllr Adams advised the Clerk that in the very near future they will be setting up Community Work Gangs to deal with all minor road repairs i.e. anything other than surface repairs etc. It is anticipated this will be end of May 2020.

The intention is that a gang will go into an area and blitz repairs
At the beginning of May 2020 Cllr Adams asked us to supply him with a list of outstanding highway repairs and new ones whether they have been reported or not although job numbers will be helpful. The Clerk has provided Cllr Adams with suggestions provided by Cllrs.

4.3. A Parishioner asked: “Who would I talk to about the speed limit on the B676 coming in to Colsterworth from Stainby? The speed limit doesn’t drop from 60mph to 30mph until within the village boundary when there are properties (and no path) some distance prior to this speed reduction with heavy, and regular, HGV traffic to and from the A1.”

The Parishioner first reported this to LCC Highways and was referred back to the Parish Council as any application for a Traffic Restriction Order needs to come from the Parish Council.

Cllr Brocklebank made extensive investigations (attached) and has suggested:

A speed reduction approaching Colsterworth would appear to be a possible solution. Moving the 30mph zone out might be possible too.

If the 30mph zone was moved to the parish boundary this would not address the speed of traffic approaching the farm to the west of the Witham. From the present position to the beginning of the farm entrance is about 190 metres and this might work as the farm entrance is not concealed. However, the Old Post Lane cross road is just another 140 m further on. It is noted that the turn from Old Post Lane towards Colsterworth is concealed from west bound traffic and a hazard from eastbound traffic descending from the higher ground to the west (about 18 metre drop).

The alternative to moving the 30mph limit might be, as in the documents, an intermediate limit to reduce the speed approaching the zone. The highest point on the B676 is about 300meters from Old Post Lane and roughly 600meters from the 30mph zone. I considered a possible reduction to 50mph but think this would have a negligible effect on traffic speeds. However, a reduced speed limit of 40mph at this point, and assuming vehicles did not exceed 40mph, would take about 33 seconds to reach the 30 zone compared with 22



seconds at 60. In practice potentially they would only start slowing as they descend the hill but with 40mph repeater signs could well reduce speed up the hill towards Colsterworth.

Therefore, I would recommend introducing an intermediate 40 zone from the highest point on the B674 west of the Old Post Lane Junction.

Further information can be found on the following

link: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

ACTION: To share the information with Cllr Adams to consider in conjunction with other issues around the approaches to Colsterworth (signage, hedge trimming)

5. NORTH WITHAM

Ford Footbridge From LCC 22 April 2020

After carrying out recent inspections it has been identified that the structure is in a poor state of repair and is in need of essential maintenance. They are proposing to replace the footbridge due to deterioration of the concrete deck. The anticipated start date for Ford Footbridge replacement is the 6th July 2020 and is programmed to last 3 weeks. Due to the current COVID-19 situation, the start date may be pushed back. They will keep us updated on any changes, but hopefully the scheme will be unaffected.

In order to carry out the works safely and efficiently traffic management will be required at the location. Due to the location of the structure and the nature of the works, a road closure will be the most suitable option. They are proposing to close the area of carriageway that we will be working on and create a short diversion route. Details of the diversion routes have been provided.

6. A1 ISSUES

6.1. Incidents impacting on our area (accidents, delays, tailbacks/diversions) on A1

(Source: <https://www.newsnow.co.uk/h/UK/Travel+&+Transport/Road/A1>)

There have been no reported incidents in the area

**Highways & Footpaths Working Group
26 May 2020**



B676 SPEED LIMIT ON BOURNE ROAD

Investigations by Cllr R Brocklebank

<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

I have looked briefly at the guidance on speed limits approaching rural villages. I was unable to find the previous document that I mention concerning dwelling units but I think the reference above may be sufficient.

I have picked selected relevant sections and highlighted parts of them.

You will note the initial statement in 23 below seems to imply that we need evidence of crashes and severity etc, but that local residents should have their concerns addressed.

SECTION 3: THE UNDERLYING PRINCIPLES OF LOCAL SPEED LIMITS

23) A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. **Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.**

The penultimate section is relevant to our situation. Note particularly sub section 136 and the presence of outlying houses and the higher approach speeds.

SECTION 7: RURAL SPEED MANAGEMENT 7.3 VILLAGES

131) Fear **of traffic can affect people's quality of life in villages** and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30 mph speed limit should be the norm through villages.

133) Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable **minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were:** • 20 or more houses (on one or both sides of the road) - and a minimum length of 600 metres.

136) In some circumstances **it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds.**

For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force. Where appropriate, such **measures might include a vehicle-activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.**

137) Where the speed limit commences at the village boundary, the village nameplate sign (prescribed in diagram 2402.1 of TSRGD 2002) and speed limit roundel may be mounted together. The combined sign should be located at the point where the speed limit starts, and it may be helpful if drivers can see housing at the same time as the signs, reinforcing the visual message for reduced speed.

138) If there are high approach speeds to a village, or the start of the village is not obvious, village gateway treatments can also be an effective way to slow drivers down. Advice can be found in Local Transport Note 1/07 Traffic Calming (DfT, 2007) and Traffic Advisory Leaflets 01/94 VISP – A Summary (DoT, 1994a) and 01/04 Village Speed Limits (DfT, 2004).



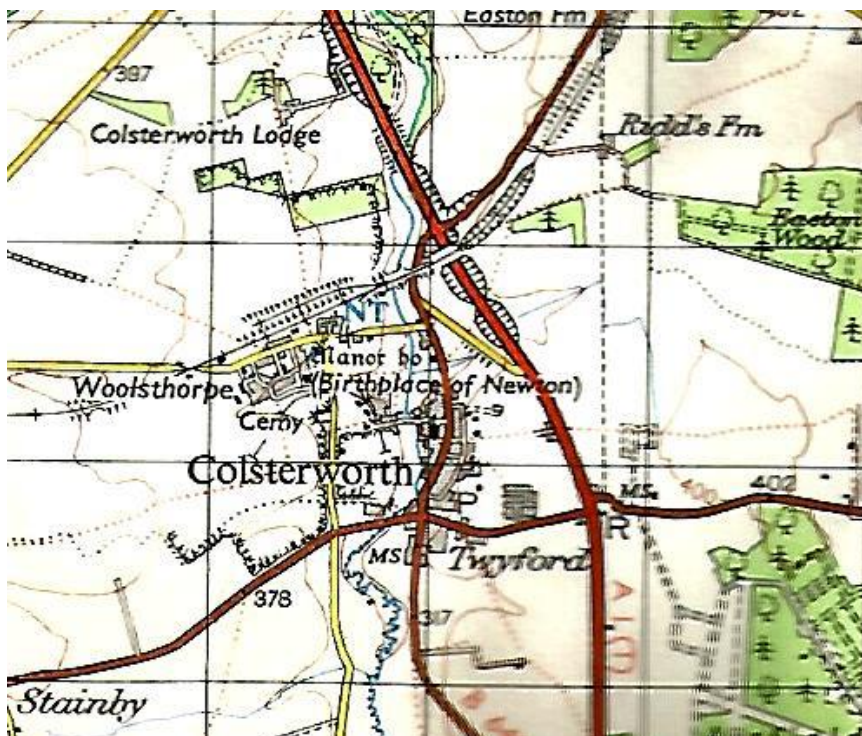
140) A recommendation to use the framework for the assessment of speed limit options on rural single carriageway roads, in place since the publication of the previous Speed Limit Circular (01/2006), is withdrawn.

The OS Map (1967) below shows the Colsterworth parish boundary follows the line of the River Witham and this forms a natural boundary between the parishes of Stainby and Colsterworth. Views have been expressed that extending the 30 mph zone to the west would be a de facto acceptance that the Colsterworth development area would be extended as well.

As the parish boundary runs along the River Witham and is in Flood Zone 3, as shown below, it is unlikely that planning permission would be granted.



1967





1999



2018



Cllr R Brocklebank
06 May 2020