



## STUBTON PARISH COUNCIL SUB COMMITTEE CALMING ALL TRAFFIC THROUGH STUBTON (CATTS): FINAL OPTIONS PAPER

### Context and Background

For many years now the issue of speeding in the village has been of concern to many residents. Various schemes have been tried to raise awareness of the speed limit in and around Stubton (30mph) but longevity and impact of these attempts have been somewhat lacking. With four main roads leading into and out of the village, recent incidents have raised the issue of speeding through the village to the forefront of people's minds. Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled less distance before the driver can react to a hazard
- Breaking distance is reduced, so the vehicle can stop more quickly before a hazard
- A slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- A slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

To investigate further, the Parish Council initiated a Sub-Committee, with the purpose of understanding the scale of the problem within the village, investigate options and explore suggestions for funding, with the agreement that an option paper would be produced to the Parish Council on the 28th February 2022.

### Action Taken

Since the initiation of the Sub-Committee an options paper was produced and the subsequent meeting held on the 17th of February to discuss.

### Options Presented for initial discussion (Annexe A)

### Commentary from discussions

In consideration of the options on traffic management through Stubton several other issues were raised which require further consideration and a consolidated approach by the Sub-Committee. These can be categorised into 3 main areas; Speeding, Volume and Security.

To tackle these three issues beginning with the speeding evident through the village, it was agreed that an approach of awareness, education and enforcement was required to tackle the issue in a holistic manner. In considering the matter several options were discussed including speed humps, speed tables, chicanes, speed cameras, road narrowing, and pedestrian islands. Of these the following 4 approaches were highlighted as achievable, cost efficient and effective.

#### *Awareness: Wheelie Bin Stickers (option 11)*

As a simple method of reminding drivers of the speed limit through the village, many villages have employed the use of wheelie bin stickers as an effective way of reminding drivers to slow down and stick to the speed limit. These stickers are classed as temporary signs and the visual impact is increased as they will only be used once a week.

The sub-committee has already purchased 100 of these stickers and will shortly be distributing them to each household where the refuse and recycle bins will be placed on one of the four main roads entering the village.



**Cost:** Initial cost has been donated. At a cost of 50p per sticker, depending on uptake (4 stickers per household), a further 100 stickers may be required totalling £50.

*Awareness: Road marking and DIY streets (option 9)*

Popular on the continent and growing in popularity in the UK, DIY streets encourages communities to generate ideas for the improvement of their street. The concept aims to make the street less car dominated, and more community focussed. Typically, this involves creating a 'community feel' in the street, with artworks in the road and plants or trees. Wooden flower beds or tree plant pots (planters) are placed in the road to calm vehicle traffic. It can also include roundels displaying the speed limit at the entry points to the village and patterns on areas of the road to calm traffic. Artwork in the road is called "psychological traffic calming". It is believed that personalising the street in this way will cause vehicle drivers to slow down and respect the road as a community space.

Bringing the community together to design road patterns, including the pupils from Littlegates pre school, could be a good way to raise general awareness and encourage parents to be more mindful.

**Cost:** further enquiries are underway on this and an approach may need to be made also to SKDC.

*Education: Vehicle Activated Signs (option 7)*

To educate drivers of the speed when they enter the village at one of the four main entrance points, a vehicle activated sign can be placed next to the road which will display the current speed of the driver and encourage them to slow down. These can be seen in many villages in the area and have proven to be effective.

What is required is one VAS sign, four mounting positions and plates (one at each of the village's entrance), a site survey by the council and a volunteer to periodically change the location of the VAS so that drivers do not become overused to the measure.

**Cost:** more enquiries need to be made but average cost for 1 VAS is approx. £2000. It would be anticipated that 4 mounting plates would be required so the VAS could be moved at regular intervals to each of the four main entry points. These would equate to approx. £250. A site survey will also be required to ensure that the VAS is properly positioned for maximum effectiveness. These cost approx. £40. Total cost circa £2300.

*Education: Community Speed Watch Initiative and Signs (Option 10)*

Stubton joined the Community Speed Watch initiative on 3 August 2015 and were issued 6 passive 30mph community speed watch signs. These were initially displayed in the village but were removed and then placed in storage. These signs have now been recovered from storage and are found to be sun bleached. Therefore, a request has been passed to the Lincolnshire Road Safety Partnership to procure 6 new signs at a cost of £60.

**Cost:** £10 per sign, costing £60 for 6 new signs. A request has also been sent to SKDC to allow the mounting of these signs on the metal street lights at the four main entry points to the village. In the absence of an objection by SKDC, these will be mounted as soon as they are received.

*Enforcement: Community Speed Watch active engagement (Option 10)*

The next phase of the Community Speed Watch is to purchase handheld speed detection devices to allow volunteers to monitor the speed of passing vehicles, record the details of vehicles which are exceeding the



speed limit by around 10%, and pass these to the Police, who will issue a letter to the vehicle owner reminding them of the law. If three letters are issued to the same vehicle owner, the Police carry out further investigation.

Community Speed Watch schemes have proved effective as volunteers are highly visible and make use of a speed detection device, making it clear to vehicle drivers that their speed is being monitored. The 'community' element of Community Speed Watch could have a more positive effect on some vehicle driver's attitudes compared to engineering schemes.

**Cost: 3 radar machines approx.£775, PPE £30, and signage £160. Total cost circa £1000.**

#### *Summary of Funding Requested*

DIY Streets	tbc	
Vehicle Activated Signs	£2,300	
Community Speed Watch	£1,000	
Additional Wheelie Bin Stickers	£50	

**Several options for funding have begun to be explored including any available grants but all require further consideration given some of the conditions that may be required for the CATTS group management. Given the desire to be 'administrative lite' we will need to engage with other Community Speed Watch Groups to see how they have gained access to funds and also need to further consider sponsorship, community fund raising and access / accountability of village funds.**

#### **Other issues requiring further exploration by the Sub-Committee**

Aside from speeding, other elements that are in need of urgent attention are:

- An increase in HGV traffic on Doddington lane;
- Cars increasingly using grass borders to pass other cars;
- Inadequate access to the church via the single footpath in Stubton;
- Lack of signs warning drivers of horses or people crossing the road;
- Fly tipping on Doddington lane;
- Increased criminal activities within and around the village e.g. catapult used to destroy a residents window (Dec 21).

These areas need further discussion amongst the sub-committee members but it is the opinion of the chair that immediate attention needs to be brought to the SKDC on **four** of the elements above.

With the agreement of the Parish Council, the Chair of the Sub-Committee will write to SKDC to:

- a) clarify what the load limit is for the railway bridge on Clensey Lane, and whether any structural survey has been carried out following essential repairs ordered by Lincolnshire County Council in 2016. The issue here is that there has been a recent increase in HGV traffic originating from a business premises on Clensey lane and the single carriageway road along with the bridge has no weight limit signs and is visibly suffering from the weight of traffic.
- b) highlight the inadequate drainage and signage around the only crossing point to the church from the single footpath in the village to the side of the MayGlen property. This inadequate drainage leaves a pool of dirty water at exactly the point where persons, particularly those in wheel chairs, are meant to cross the road. This is unacceptable.
- c) To support the increasing number of horses in and around the village yet there is no signage in the vicinity of the village warning drivers of this. Signage to alert drivers to their presence is required at the four entry points to the village.



Depending on the reply received we may look to other options including the option of Green laning Doddington Road and further raising these issues with our local MP.

## **Recommendations**

It is the view of the sub-committee that the Parish Council:

- 1) fully support the options and undertakings in this paper;
- 2) seeks to support them financially where possible and through associated fund raising events; and
- 3) supports the CATTS group exploring options to become an independent group to allow them to access funding options outside of the Parish Council.



**Annexe A**

Option #	Title	Description	Cost	Next Steps
1	Speed Cushions	A speed cushion is a short, raised, rounded device, normally in the centre of a road lane. Speed cushions are designed to be slightly wider than a car, so car drivers need to slow down and drive over the centre of the speed cushion to reduce discomfort. Buses are wider than cars, so they can drive over speed cushions without passengers feeling anything.	£13,000 - £19,000	No Further Action taken  Too expensive, limited value
2	Road Narrowing	Road narrowing simply reduces the width of the road. This could be achieved in a number of ways, however, the technique normally used involves extending the curb at a junction entrance with a bollard on each side.	£6,000 - £12,000	No Further Action Taken  Busy main route for lorries and tractors
3	Speed Humps	The aim of the speed hump is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast.  Speed humps have a short rounded top which is typically 75mm high.	£12,000 - £20,000 (four humps)	No Further Action Taken  Too Expensive
4	Speed Tables	Speed tables are a raised section of road, with a ramp on both sides. The ramps are painted with white arrows to make them more obvious to motor vehicle drivers	Cost: estimate £6,000 - £7,000 Small table Cost: estimate £15,000 - £20,000 Large table	No Further Action Taken  To expensive and limited value
5	Chicanes	Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised curb and bollard in one half of the road, with a sign to explain the vehicle traffic priority.	£5,000 - £12,000 Per Chicane	No Further Action Taken  Main Route – unable to block roads (tractors/lorries)
6	Speed Cameras	Speed cameras photograph motor vehicles which are travelling over a certain speed - this is usually around 10% over the speed limit. Speed cameras use a radar device to detect the speed of passing motor vehicles.	£20,000 per camera	No Further Action Taken  Too Expensive
7	Vehicle Activated Signs	Vehicle-activated signs (VASs) are an electronic sign which only become visible when approaching motor vehicles are exceeding a certain speed.	£1,000 - £4,000 (4 cameras and mounts)	Explore funding Options  See paper



8	Pedestrian Refuge Island	A pedestrian refuge island is a raised section of pavement between two lanes of traffic moving in opposite directions.	£5,000 - £10,000	No Further Action  Not fit for purpose within village
9	DIY Streets	DIY Streets is a concept developed by Sustrans which encourages communities to generate ideas for the improvement of their street. The concept aims to make the street less car dominated, and more community focussed. Typically, this involves creating a 'community feel' in the street, with artworks in the road and plants or trees.	Depending on idea	Explore further, would be a good community initiative  See Paper
10	Community Speed Watch	Volunteers record the details of vehicles which are exceeding the speed limit by around 10%. These details are passed to the Police, who will issue a letter to the vehicle owner, advising them of the dangers of speeding, and reminding them of the law. If three letters are issued to the same vehicle owner, the Police carry out further investigation.	3 radar machines approx.£750, signage and PPE approx. £1200	Explore funding Options  See paper
11	Wheelie Bin Stickers and Signs	Additional signage for the bins and 9 lamp posts within the village	50p per bin sign  £10 per road sign	100 bin Signs purchased (private funding)  6 road signs purchased (PC and Private funding)