

This proposal was shown and discussed at the first meeting of the Bypass Committee on 25th July. Further research and surveys took place between then and the second meeting on 10th September when the same proposal was made with repeated survey results confirming the original scheme. As no vote was taken then, this proposal has been resubmitted to the third meeting for consideration.

The route is based on the original 1953 plan but is designed to be **safe, practical and achievable**.

a. Safety. This was paramount NOT cost – it was no good designing in junctions that were likely to cause accidents, delays or disruption when a better alternative was possible. Bus stops needed safe areas created to ensure passengers could cross the road. HGV needs had to be designed in and sat-nav errors designed out. Bourne suffers badly every day with HGVs because road signs are ignored!

b. Practical. All villagers have to be able to see how any diversion affects them – so councillors need to get involved to understand the logic and distances involved behind **every** decision. The difference between the 2 contentious roundabout positions is that one is 1.2 kilometres **FURTHER per round trip** than the other! The village isn't static, expansion needs to be considered and, due to the expansion of Stamford, the northern bypass from the A1 to the A15 must be thought about.

c. Achievable. No-one has ANY money for the scheme – least of all Lincs County Council! They are the highways authority who would 'normally' build a bypass. So this proposal relies on Network Rail to implement a Level Crossing Replacement solution. Again they have no money but do have a need. By using contacts to oil the wheels at a higher level to get funding reinstated it is hoped that the same source will see the logic in extending the route (with the help of LCC) to ensure a long term solution – that is, to you and I – a bypass!

Before starting, there were 2 fundamental parts to this proposal that needed confirming:

1. Did we have to have a bus route THROUGH the village? If not, there was no need for a substandard road leaving the bypass near the bridge. That is why the first surveys were purely to check bus usage – not by written door to door questioning but actually getting out there day in, day out in all weathers to check who got on or off EVERY bus for a week. Because of internal delays this had to be repeated after the schools went back as well! The good news? Apart from being poorly used outside school times, the majority of the users came from Tallington Lakes or St Lawrence Way. So could a bus service be maintained using the bypass route? YES! The distances involved in walking were less than at present and for the whole village about half the distance of what West Deeping bus users have to walk. 4 volunteers did 31 hours of surveys to confirm this. **The benefits? HUGE!! Without a through route being necessary, the whole village beyond the Bainton Road turning would be QUIET and SAFE – ie. villagers vehicles only! (Plus cycles.)**

2. Where would the danger points on the bypass be? Obviously where there are road junctions! A roundabout would be required to get HGV's in and out of the Tarmac works on Barholm Road. This would also allow better access to Tallington Lakes and keep access to the businesses near the crossing such as the petrol station and the public house. When the bypass was opened at the east end the main road could be closed which would divert all traffic (especially those on sat-navs) onto the bypass. A bus stop in a layby just before the Barholm Road roundabout would service the Lakes and the Nursery as well as the houses in the village at that end. New bridge ramps are part of the proposal - for easier access at all times rather than using the footbridge steps. A roundabout at Casewick Lane would complement the arrangement at the east end for similar reasons, especially in reducing sat-nav errors. HGV access is required to the Pheasantries and a bus stop layby would match giving good access to the main part of the village. By providing a link road from that roundabout to the St Lawrence Way junction it would fulfil Network Rail's need to come back to the local authorities road at its closest point, give safe access to the village from Stamford and give a smooth route for traffic from the village (and Bainton) to go to the Deepings. Expansion needs of the village could be catered for and the roundabout would offer an ideal link point for the future Stamford north bypass. Traffic flow pattern surveys were undertaken by 7 volunteers over 28 hours to firm up the proposal which when added to the 36 hours of surveys done at the crossing by 5 volunteers gave us figures we can go to the authorities with. The 95 hours of survey figures were presented to the second meeting for viewing. **This proposal is now recommended for adoption.**