



Department  
for Transport

17 May 2019

From the Secretary of State  
**The Rt. Hon. Chris Grayling**

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Our Ref: MC/253924

Your ref: 02310-2018

Timothy W Brennand  
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County of Lincolnshire  
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Lincoln, Lincolnshire  
LN2 1NN

u May 2019

Thank you for your letter of 3 April 2019 and the accompanying report into the fatal accident on the A16/B1166 junction, Crowland, Lincolnshire. I was very saddened to learn of the tragic circumstances of the death of Mr Bilby.

You raised a number of concerns in your letter, including the following:

“Expert evidence received from the East Midlands Operational Support Service Serious Collision Investigation Unit confirmed the junction created an on-going risk to future road users in that:

- a. This junction should be reconfigured as a roundabout;
- b. Alternatively, there should be the deployment of considered traffic calming measures (cameras, traffic lights, speed restrictions).”

The responsibility for traffic management on local roads rests with the relevant local highway authority, as they are best placed to consider how to use traffic management measures so that local needs can be effectively met. My Department’s role is to provide the overarching strategy and policy context, as well as guidance to help them in managing their roads.

Local authorities are responsible for setting their own design standards. For roads of this type, Lincolnshire County Council may have chosen to adopt the guidance provided by Highways England in the Design Manual for Roads and Bridges (DMRB). This is provided for the strategic road network, but can be applied to roads such as the B1166 and A16 at the authority’s discretion.


With regard to traffic calming, the Department provides best practice guidance for local authorities in Local Transport Note 1/07: Traffic Calming which can be found at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329454/ltn-1-07\\_Traffic-calming.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf)

This guidance includes a section on rural areas, and advises that some speed reduction can be achieved by introducing local 30 mph speed limits on higher speed limit roads. Generally, a specific set of measures will be required at each individual site. The guidance also covers roundabouts, highlighting that new roundabouts in rural areas have reduced injury accidents, on average, by 54 per cent. Advice on the use of speed cameras is also provided.

Additionally, the guidance covers the use of rumble devices on rural roads. Rumble devices are small raised areas across the carriageway with a vibratory audible and visual effect. They are used to alert drivers to take greater care in advance of a hazard such as a bend or junction.

From the above, I trust you will accept that no action is necessary from the Department with regard to your specific concerns.

Will best wish  


**Rt Hon Chris Grayling MP**

**SECRETARY OF STATE FOR TRANSPORT**