

PAVING THE WAY

PAVEMENT CONDITION SURVEY

STAMFORD - 2009



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September 2009

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Introduction

The Civic Society is concerned to safeguard Stamford's status as the first Conservation Area in the country and, in this context, we have become increasingly concerned about the generally deteriorating condition of much of the pedestrian pavement in the town centre. It is unsightly, does nothing to enhance the visual attraction of our historic town and reflects badly on us all as citizens and our pride in the way our town is cared for.

Our concerns have been fully supported by a recent report published by English Heritage on the general state of Conservation Areas, of which there are now over 9,300 across the country (summary in Appendix below). The headline results of this study reveal that one in seven Conservation Areas are in decline and that a main cause of decline is poorly maintained roads and pavements. This is an aspect which needs to be addressed in Stamford here and now.

Paving Condition Survey

The Civic Society has undertaken a detailed survey of the condition of all footway pavements throughout the Conservation Area and, south of the river, in St Martin's. The results, with recommended remedies and priorities for action, are set out in the reports below. We have highlighted the defects of greatest concern, which we believe require remedial action as a matter of highest priority; they are grouped together on pp.4-7. Items that we consider to be of less immediate concern are listed separately, in four geographical zones shown on the map. Our priorities for action have been attributed on a star-rated basis, as follows:

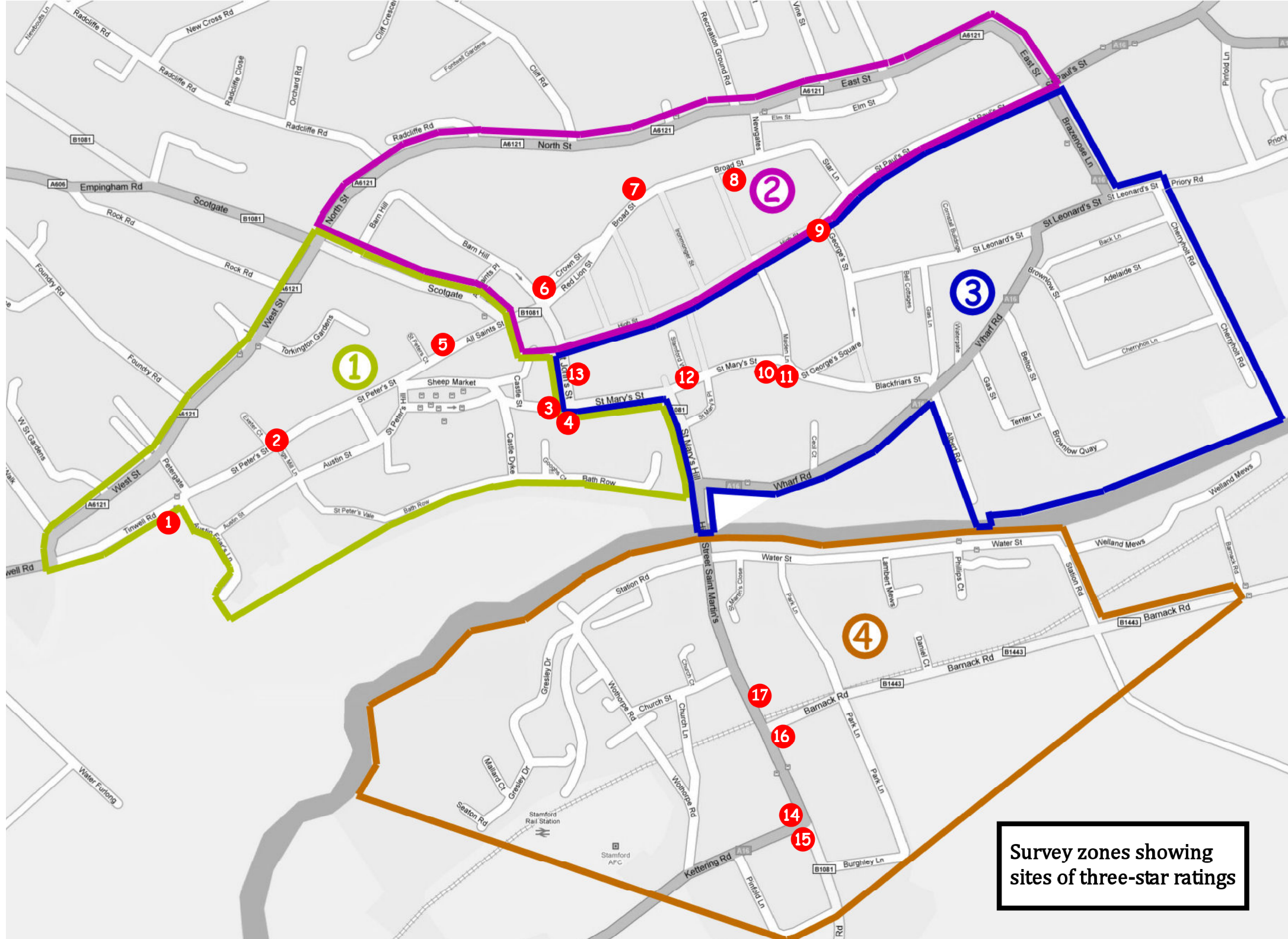
- *** **High priority** for attention for physical, visual and environmental reasons
- ** **Medium priority** where the need for improvement is slightly less pressing
- * **Low priority** where improvement is desirable but not immediately pressing

Water Meters

There is a general problem throughout the area where water meters have been inserted and consequent damage to the paved surround has been made good clumsily, or using unsympathetic material eg. asphalt infilling to York stone. This is a matter for the Highways Authority to pursue energetically with Anglian Water and other utilities where appropriate.

Conclusions

The report identifies a pervasive problem and pin-points where action is needed, with a scale of priorities. It provides a firm basis for determining a clear and realistic programme for action by the Highways Authority to put these matters right.



Survey zones showing sites of three-star ratings

Three-star Priority Locations

1. Rutland Terrace: the pavement adjoining Austin Friars field is in a very poor condition and needs to be completely resurfaced with tarmac along its whole length.



2. King's Mill Lane: tarmac at the junction spills over from St. Peter's Street – this should be replaced with matching granite blocks to blend in to the existing surface in King's Mill Lane. (Several of the blocks are covered with tarmac).



3. Castle Street: adjoining Paul Richman and near Bugle Lane; poor appearance in a sensitive area – the pavement is tarmac for c.6m and needs to be replaced with slabs to blend in with the nearby slab surface.



4. Old Barn Passage: there is a mix of materials used in this important historic footpath; the path has been patched up over the years using a variety of materials. This needs to be resurfaced with a consistent use of materials (e.g. granite blocks, paving slabs).



5. All Saints Street: cross-over access to the Brewery is in very poor condition, patched with concrete and other materials. This is a high profile site in the town centre and needs to be replaced with granite blocks to blend with the Brewery forecourt.



6. Crown Street: at junction with All Saints Place - access to pedestrian crossover is crudely executed with a tarmac ramp to the kerbstone. It should be re-laid to a higher standard and with a properly graded slope to street level.



7. Broad Street: north side, adjoining Nos. 6-8; the pavement grouting is of very poor quality, plus pre-cast slabs used in places – it needs to be re-grouted and the concrete slabs replaced with proper paving slabs.



8. Broad Street: south side at No. 32 cross-over access to private garage; poor quality patchwork of tarmac and concrete needs to be re-surfaced with a consistent use of material (e.g. granite blocks).



9. High Street: east end near Marks and Spencer; large area where the bricks have been replaced with concrete filler – the bricks need to be reinstated.



10. St Mary's Street: outside the Arts Centre; the surface needs to be replaced around the BT cover with paving slabs (as far as possible) consistent with the rest of the pavement.



11. St Mary's Street: near to item 10 above; the concrete surround to the fire hydrant needs to be replaced with paving slabs.



12. St Mary's Street: opposite St Mary's Church at the entrance to Stamford Walk; very poor quality repairs to the surface with a mix of materials, with four service covers in this small area. This should be replaced with granite blocks.



13. St John's Street: east side adjoining church wall; fourteen places where paving slabs have been replaced with tarmac, the paving slabs need reinstating.



14. High Street St Martin's: junction with Kettering Road, north side; five or six kerbstones missing, tarmacked with two different types and some remains of pebbled concrete; no indication of kerb edge making it extremely unsightly and dangerous for pedestrians. It needs new kerbstones and to be re-covered with paving slabs to match those existing.



15. High Street St Martin's: south side; concrete and tarmac needs replacing with paving slabs as above.



16. High Street St Martin's: junction with Barnack Road, south side; two or three kerbstones missing and missing paving slabs replaced by tarmac, paving slabs and kerbstones need re-instating.



17. High Street St Martin's: cross-over access to St Martin's Antiques; resurfaced with about five different types of tarmac making it most unsightly; needs to be resurfaced consistent with the location (e.g. granite blocks).



One-star and Two-star Priority Ratings

ZONE 1

Street	Description and Comments	Priority
All Saints'	<ol style="list-style-type: none"> 1. Pub, the Otter's Pocket – several broken concrete slabs. 2. Rectory, cross-over access – unsympathetic tarmac and patching. Replace in granite blocks. 3. West side, entry to Bus Station – several broken concrete slabs. 4. No. 48, Warrenne Keep - replace tarmac with concrete slab. 5. Nos. 45-46, Warrenne Keep – several loose and broken slabs. 	<p style="text-align: center;">*</p> <p style="text-align: center;">**</p> <p style="text-align: center;">**</p> <p style="text-align: center;">*</p> <p style="text-align: center;">*</p>
St Peter's Hill and Street	<ol style="list-style-type: none"> 1. No. 38, Torkington House cross-over – replace tarmac with granite blocks. 2. No. 31, cross-over access – as for No. 38 above. 3. No. 27, adjoining Foundry Lane – broken concrete slab. 4. St Peter's Court, entrance – broken slabs. 5. Cross-over access near No. 16 and St Peter's Gate – poorly maintained tarmac area should be replaced with granite blocks. 	<p style="text-align: center;">**</p> <p style="text-align: center;">**</p> <p style="text-align: center;">*</p> <p style="text-align: center;">*</p> <p style="text-align: center;">*</p>
King's Mill Lane	West side – broken concrete slabs.	*
Rutland Terrace	Nos. 1-19 numerous minor cracks to concrete slabs.	*
Sheep Market	Footpaths on both sides of the road between Bus Station and Harrison and Dunn's shop – large number (about sixty) of broken concrete slabs.	**
Mallory Lane	Broken slabs of a minor nature.	*

West Street	Opposite electric sub-station, alongside Torkington Gardens - pitted tarmac path requires maintenance - also, further area by Sycamores forecourt and showroom.	*
Bath Row	<ol style="list-style-type: none"> 1. Adjoining alleyway to Warrenne Keep arch. Badly broken stone slab – replace with a York stone paving slab. 2. Adjoining No. 23. Numerous broken concrete slabs. 3. Adjoining “Meadow View” and further along towards Adnams. Numerous broken concrete slabs, tarmac and concrete infill. Replace where appropriate. 4. Adjoining Adnams on the corner. Tarmac area - replace with York stone to match existing stone; further along, pitted tarmac requires maintenance 	** * ** **
Scotneys Place	Concrete cross-over access and adjoining area leading to the new building development - replace with granite blocks. An important conservation/restoration area. Construction work nearing completion. Highways work should follow departure of contractors.	**
Castle Street	South side – several broken concrete slabs.	*

ZONE 2

Street	Description and Comments	Priority
Barn Hill	<ol style="list-style-type: none"> 1. Between entrance to Methodist church and passage-way at No. 12 - one broken kerb stone. 2. Outside No. 10 - cracked paving slab. 3. Outside No. 9. – one broken kerb stone. 	<p>**</p> <p>*</p> <p>*</p>
Scotgate	<ol style="list-style-type: none"> 1. East side, outside No. 6 - one missing paving slab. 2. No. 71 (?), cross-over to Hames Mews – asphalt – replace with stone setts. 3. Outside Nos. 71-72 - all asphalt, replace with paving slabs. (Responsibility of Anglian Water). 4. Between No. 1 Barn Hill and All Saints’ - pavement north of Church - replace kerb stone. 	<p>**</p> <p>**</p> <p>*</p>
North Street	Almost all the pavements are made of asphalt – no defects.	
Elm Street	<ol style="list-style-type: none"> 1. West End – north side – outside Ambulance Station and adjacent to road drain – one broken kerb stone. 2. In the road – south side of Dolphin pub, - replace asphalt area approx. 2ftx3ft with cobble stones or stone setts. 3. East End – adjacent to last house No. 44 - asphalt area – maintenance required to remove moss, leaves, debris etc. 	<p>*</p> <p>**</p> <p>*</p>
East Street	South side – opposite the school workshops – six broken kerb stones.	**

St Paul's (South) (North)	1. No. 24 - 15/20 cracked precast concrete paving slabs.	**
	2. No. 23 – cracked precast concrete paving slabs.	**
	3. No. 21 – cracked precast concrete paving slabs.	**
	4. No. 20 - 25 cracked paving slabs.	**
	5. No. 19 to pedestrian crossing – cracked paving slabs.	**
	6. Tobie Norris pub – cracked paving slabs.	**
	7. Nos. 13-6 (restaurant) – cracked paving slabs.	**
High Street	1. East end - a number of broken bricks – replace.	**
	2. Outside No. 17 (Adams Kids) – 4 steel footplates (removed from bench seat?) – replace with bricks.	**
Red Lion Street	No defects.	
Crown Street	No defects.	
Broad Street (North) (South)	1. No. 1 – two or three kerbstones to be replaced.	**
	2. No. 2 – cracked paving slabs.	**
	3. NB Compare this area aesthetically with the south side of the pedestrian crossing to Ironmonger Street.	
	4. Outside Precision Sports opposite The Lord Burghley pub – area of precast concrete approx. 4ft x 2ft.	**
	5. Museum – cracked paving slabs.	**
	6. No. 33 – cracked paving slabs.	**
	7. Barclays Bank – poor quality grouting.	**
Newgates	East side – cracked paving slabs.	**

ZONE 3

Street	Description and Comments	Priority
Cherry Holt Road	West side, south end, at corner – surface breaking up.	**
Albert Road	South side of exit – badly broken York stone, needs replacement.	**
St Mary's Hill	East side, two-thirds way down by set back blue door – surround of BT box breaking up.	**
St Mary's Street (South Side)	1. West end, outside Yummy's shop – hole in paving needs filling	**
	2. East end, at entrance to St George's Sq. – granite kerb sunk, leaving gap.	**
Maiden Lane	East side, opposite Red Cross office –in-fill needed where red and grey granite kerbs meet.	**
Blackfriars	North side, 12 metres to west of Gas Lane – concrete kerb chipped, needs replacing.	*
St Leonard's	Mid south side, by lamp post – manhole cover broken up, needs replacing.	**

ZONE 4

Street	Description and Comments	Priority
High Street St Martins (East)	1. Opposite Kettering Road - a number of badly cracked paving stones.	*
	2. Outside Lady Anne's Hotel (north end) - cracked paving stones.	*
Water Street (South)	1. Outside No. 12 - cracked paving stones.	*
	2. Cross-over to Duncomb's Yard: tarmacked poorly, with height difference to paving stones on east side.	**
Water Street (North)	1. Outside No. 4 - very narrow, with mix of concrete and pebbled concrete.	**
	2. Outside former Hunt's Brewery: end railing missing.	*
Wothorpe Road (East)	No significant problems.	
Church Lane (West)	Outside No. 7 - raised metal manhole cover with cracked concrete surround.	*
Church Street (North)	1. Cross-over at No. 3 - metal meter and water access, poor concreting surround.	*
	2. Corner of Burghley Estate Offices / High Street St. Martins - cracked paving, poor concreting where missing paving stone.	**
Barnack Road (North)	Many cracked paving stones. At entrance to Antiques Centre car park – paving stones missing.	**
Park Lane (North end)	1. Corner with Barnack Road – lowered and cracked kerbstone.	*
	2. No. 11 – gaps between paving stones need filling.	*

Appendix

English Heritage launches Conservation Areas at Risk campaign

This bulletin provides information on the results of English Heritage's study of the state of conservation areas which was published today (Tuesday 23 June 2009).

Conservation areas are one of the great successes of the civic society movement and there are over 9,300 across the country. They were only introduced in the 1960s after a concerted campaign led by Duncan Sandys and have been key to protecting the character of villages, towns and cities everywhere. A large number of civic societies contributed to the survey and civic societies are featured in the report.

The headline results of the English Heritage survey are

- 1 in 7 conservation areas is in decline or expected to be so
- 1 in 6 conservation areas is improving

The main causes of decline are:

- unsympathetic replacement doors and windows (83% of conservation areas)
- poorly maintained roads and pavements (60%)
- the amount of street clutter (45%)
- loss of boundary walls, fences or hedges (43%)
- unsightly satellite dishes (38%)
- the effects of traffic calming or traffic management (36%)
- alterations to front elevations, roofs and chimneys (34%)
- unsympathetic new extensions (31%)
- the impact of advertisements (23%)
- neglected green spaces (18%)

Nearly half of all conservation areas lack a local community group or civic society to support them and those with such support are more than twice as likely to be improving

English Heritage is launching a Conservation Areas at Risk campaign encouraging local authorities to make much wider use of their powers to control small scale development through "Article 4 Directions" and local civic societies and others to:

- Lobby local authorities to use Article 4 Directions and enforce against illegal development
- Promote good practice to local residents to help avoid the spread of UPVC windows and loss of traditional front doors and front gardens
- Identify local landmarks and audit street clutter as evidence for campaigning