



REQUEST FOR REVIEW OF HIGH STREET TRAFFIC SAFETY ISSUES 25 August 2022

There has been a history of concerns for many years regarding safety on the High Street, Colsterworth

Suggestions have been received in the past for change and reported to LCC Highways. The last position reported prior to 2019 from LCC was that they *“are still not currently processing traffic calming scheme requests but they will place the requested restrictions on the list for further investigation. This is something that will be considered when the investigation takes place, but there are no timescales available for this from LCC”*

Approximately 12 years ago a scheme of options for traffic calming and junction improvements was drawn up and costed for the High Street/Bridge End at Colsterworth in liaison with LCC. In April 2010 two proposals were accepted by the Parish Council; these were extending the white lines on two junctions at Back Lane and School Lane. The work was carried out but this does not appear to have been effective.

The last active modification was made to Back Lane/High Street junction with “stretched H” marking following an accident and other incidents and several years of campaigning by an individual resident.

There continues to be issues with the High Street. This could only be exacerbated by the further housing developments planned.

- Speeding
- Congestion
- Safe crossing points for children
- Parking
- Accessing on to the High Street from side roads
- Narrowing of road
- Access for buses
- Signage
- Lorries exceeding weight limit
- Diverted traffic from the A1 following an incident
- Road surface and road markings
- Education and enforcement by the Police

Several solutions have been put forward (Appendix 1); some may not be popular but to take this forward the proposal is **to request our County Councillor and the LCC Highways Officer carry out a long outstanding review and identify realistic and achievable solutions to the continuing and growing concerns.**

NB: The Parish Council does not support any one particular suggestion put forward but would like to request the opportunity of meeting with officers from LCC (and SKDC if relevant). The aim is to improve road safety and the environment on an historic rural High Street that has a number of listed buildings and provides access to churches, school, GP, public house and retail outlet. The Parish Council is also aware that any suggestions or proposals will be subject to a proper consultation with residents and will be restricted due to costs.

Cllr Caroline Hainsworth
Highways & Footpaths Working Group
25 August 2022

REFERENCE:

Highways & Footpaths Reports:

[Highways and Footpaths Reports – Colsterworth and District Parish Council \(lincolnshire.gov.uk\)](https://www.lincolnshire.gov.uk/highways-and-footpaths-reports)

The Colsterworth and District Neighbourhood Plan confirms:

“7.87 In the initial community engagement for the neighbourhood plan residents were keen to see measures to promote safe roads and clear footpaths and to discourage through traffic. In the subsequent household survey increased ‘traffic and parking problems’ was decisively the main concern if more housing were to be built in



Colsterworth. Traffic congestion and limited parking space are persistent issues on the narrow part of the High Street in Colsterworth.....

7.88 The neighbourhood plan thereby seeks to create a safe and attractive transport system that takes account of the mainly residential character of the area. This includes any measures to improve car parking and the need to maintain adequate access for public transport and emergency vehicles“

Policy 15 – Traffic management

Where appropriate, proposals for development will be supported where they incorporate traffic management measures that:

- a) improve road safety;
- b) reduce traffic speed;
- c) enable or help traffic calming;
- d) provide sufficient off road parking;
- e) encourage better access to and increased use of public transport;
- f) improve links for walking and cycling within the built-up area and to the surrounding open countryside;
- g) ensure vehicular traffic keeps to appropriate routes; and
- h) encourage safer routes to school.”

Powers and Duties

Highways Act 1980, section 274A

Road Traffic Regulation Act 1984, section 57

Road Traffic Regulation Act 1984, section 63

Road Traffic Regulation Act, 1984, section 72

Local Government and Rating Act 1997, section 26

Transport Act 1985, section 106A

LGA 1972, section 137



APPENDIX 1: RESIDENT SUGGESTIONS

1. 7.5t LIMIT

- Existing signage is inadequate; the weight limit sign on the left hand side of the road going south from the Co-op is hidden by foliage.
- Suggestions for improved signage at the High Street/B676 crossroads (supported by DVSA May 2017) and placing them in a more useful position could improve the problem. There is only one sign at the southern end where it meets Bourne Road, probably not in the line of sight until a driver is committed to the turn. There are no signs on the Bourne Road, east or west of the junction to indicate a weight limit or access only.
- Vehicles in excess of 7.5t have travelled along the High Street. The narrow road means that they cannot turn around or turn back and cause congestion and risk to parked cars.
- Lorries choose to use the High Street following accidents/delays on the A1; it is unlikely that they are directed there by the Police/Emergency Services?
- In addition to improved and clear signage, there could be some form of barrier somewhere near the War Memorial and just after the High Dyke turn so that lorries can see that they cannot get through.
- Where deliveries are concerned, businesses can ensure supplies are delivered in appropriate sized vehicles and individuals expecting goods will need to advise suppliers accordingly. Such a system works perfectly well elsewhere.
- Similarly, the bus company will need to review whether we really need a double decker

2. SIGNAGE

- Install electronic speed reminders and speed cameras

3. PRIORITY TRAFFIC CALMING – Houghton Lane/Spring Lane

- There is a narrowing on the High Street at the Houghton Lane/Spring Lane crossing
- This is a mock up photo of a request received for priority way to be installed.
- This would also slow traffic accessing the Church and Public House and approach to the Houghton Lane/Spring Lane footpath used regularly by schoolchildren and is pick up/drop down point for the bus.





- Parents have also raised concerns about the dangers faced by children crossing the High Street Public Footpath 7 (Houghton Lane) and have asked for some sort of crossing and signage which would act as a traffic calming measure.
- Below are photos showing where Houghton Lane (Public Footpath 7) meets the High Street before crossing over to Spring Lane.



These next two photos are looking down Public Footpath 7 from Back Lane



- Public Footpath 7 is a primary route for parents and children making their way to and from the Primary School located on Back Lane. It is also the pickup and drop off point for the school buses taking the older children to schools in Grantham.
- The High Street is narrow and often very congested particularly at school times obscuring visibility for pedestrians wanting to cross at this point.
- There are **NO** traffic warning signs on the approach to this “blind” crossing point providing advance notice to motorists to slow and take care.
- This section of Public Footpath 7 between Back Lane and the High Street does **NOT** have any pedestrian barriers to warn/prevent children running straight into the High Street – this is due to the fact that this section has vehicle access.

4. PARKING

- Keep existing parking arrangements as they help slow traffic although judicious use of double yellow lines may help where the road narrows (see 3 above at Houghton Lane/Spring Lane)
- Explore options for dropped kerbs at relevant properties
- One way system using Back Lane
- SKDC Garages on High Street to be turned into car park with designated resident parking

5. PHYSICAL CALMING MEASURES

- Priority passing and crossings



- Cut outs
- Physical road calming measures such as cut outs to slow traffic
- Rubber “humps” that go right across the road with a pedestrian crossing on top which makes it easier for pedestrians to see and more effective in slowing vehicles

-End-