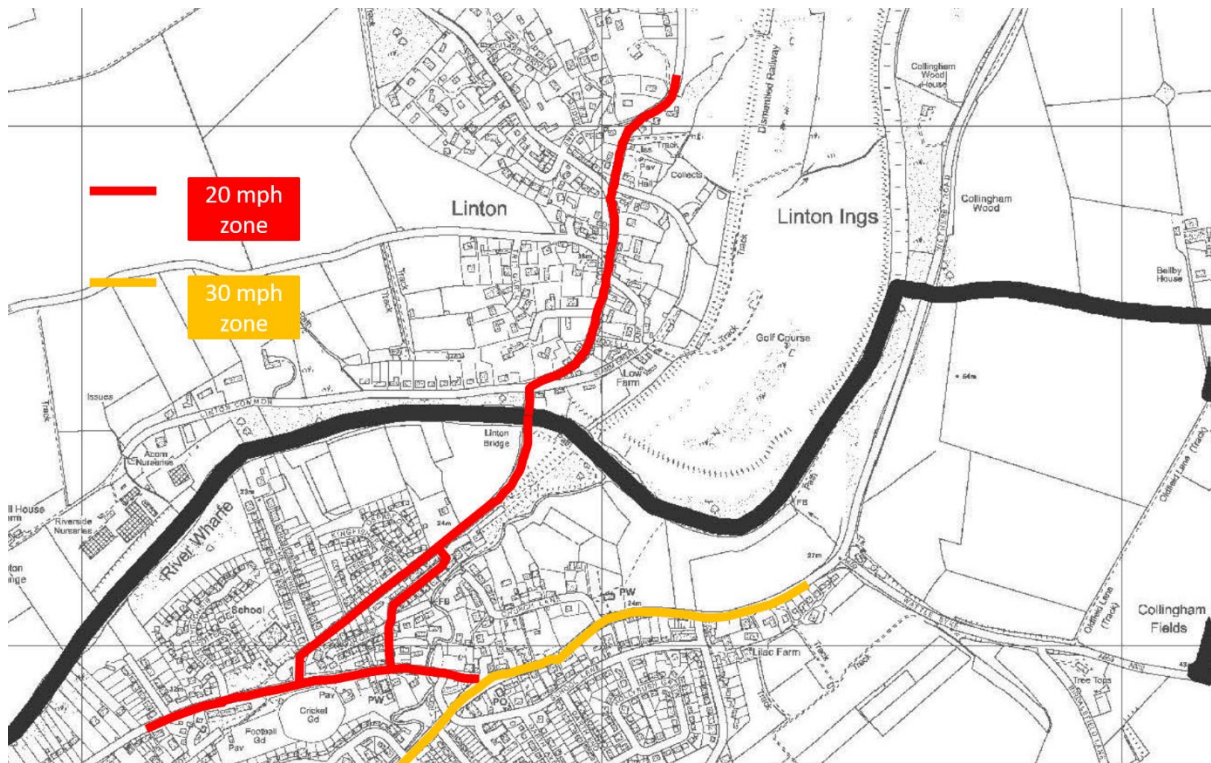


Collingham with Linton Parish Council

Response to 20mph zone proposals

Collingham with Linton Parish Council consider the proposals excessive and failing to take the opportunity to promote highway safety in the vicinity of the school. A more appropriate arrangement for 20mph zones has been provided previously and is copied below for completeness:



The scheme needs to incorporate physical measures to reduce speed in the 20mph zone and the 30mph zone indicated above.

Signage and other physical measures must be in character with the setting including heritage style posts within the Conservation Areas of Collingham and Linton. Collingham with Linton Parish Council request that details of any resulting design be shared and agreed ahead of installation works.

Abstracts from both appraisal area management plans are provided below:

Page 12 of Linton Conservation Area Appraisal states:

“There is very little signage within the conservation area. Where present the signage is small and not intrusive. This means that it has little impact on the character and appearance of the conservation area. Increased signage could have a detrimental effect”.

Page 14 includes a list of key ways to retain character and includes - Encourage the minimal use of street furniture, signage and street lights within the conservation area, to preserve its rural character.

The Management Plan on page 16 states:

“If further traffic calming is deemed appropriate for the conservation area it should be ensured what is installed is sympathetic and in keeping with a conservation area, whilst still having a positive effect on the traffic management of the area”.

Page 2 of the Collingham Conservation Area Appraisal states:

“The following key issues have been identified; Unsympathetic public realm, particularly that associated with crossing the busy Main Street”.

Page 18 states:

“The impact of heavy traffic on the conservation area:

Collingham is located on the junction of the busy A58 and the A659 (running east-west). These two roads are very busy with traffic coming from large towns such as Leeds and York, and also due to traffic travelling toward/away from the A1 and traffic travelling to and from Leeds/Bradford Airport. This in turn makes Collingham extremely busy with not just commuter traffic, but also heavy good vehicles, as well as the farm machinery which can be expected in such a rural location.

With traffic often travelling above the speed limits the area can be dangerous for pedestrians. This poses a question of how to balance between sympathetic conservation area practice and ensuring safety by adequate road signage, traffic calming measures etc.

Action:

If further traffic calming is deemed appropriate for the conservation area it should be designed to be sympathetic and in-keeping with a conservation area, whilst still having a positive effect on the traffic management of the area”.

Page 19 and 20 goes on further to say:

“Public realm enhancements

When resources are available a specifically funded streetscape audit and rationalisation of existing signage, road markings and street furniture would provide the opportunity to clear the streetscape of unnecessary clutter. Redundant and duplicate items could be removed, and consideration given to the sensitive design, siting, scale and grouping of fixtures, fittings and markings.

Particular issues that could benefit from enhancement include:

- The traffic island located on Main Street is in need of enhancement and sympathetic alteration. Whilst the necessity of the island is acknowledged, it is not in keeping with the special character and appearance of the conservation area.*
- Appropriate treatment for street furniture (streetlights, benches etc). An example of this is the painting of the street lights black to make them more discreet (as covered by current council policy).*
- The sympathetic development and enhancement of surface treatments on public highways, particularly paths. The surfacing of some areas of the public highways could be improved. Inconsistent and patchy surfacing, as well of areas of disrepair are inappropriate to the conservation area. Historic surfacing and stone kerbs should be retained where present.*

- *More discreet public realm features such as smaller traffic signs and paler yellow lines when they are due for renewal.*
- *Ensuring all public realm is consistent and uniform”.*

Action:

Promote Public Realm enhancements within the conservation area as opportunities arise and funding permits. Ensure that future public realm works respect and enhance the special character of the conservation area. This will include;

- *Making sure the siting and design of road signs and street furniture in the conservation area have regard to current English Heritage “Streets for All” guidance (see references).*
- *Retain historic paving in the conservation area and restore where appropriate and when possible.*
- *Ensuring that street lighting respects the historic streetscape and proportions of buildings.*