

Report to	Lead Cabinet Member for Transport and Environment
Date	27 June 2005
Report By	Director of Transport and Environment
Title of Report	A22-B2124, Chiddingly - Petition
Purpose of Report	To advise the Lead Cabinet Member of the receipt of a petition and to seek approval to the proposed response.

RECOMMENDATION

That the petitioners be informed that the recent improvement scheme will be monitored and that the junction will be investigated for longer term improvements as part of a future Local Transport Plan (LTP) Submission.

1. Financial Appraisal

1.1 There are no immediate additional costs arising from this report.

2. Supporting Information

2.1 Prior to the County Council meeting on 5 April 2005, Councillor Garvican presented a petition to the Chairman calling for the provision of traffic signals at the A22/B2124 junction at Chiddingly. A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Lead Member and that a spokesperson for the petitioners be invited to address the Committee for up to five minutes. The Chairman has referred this petition to the Lead Cabinet Member for Transport and Environment.

3. Comments / Appraisal

3.1 The junction of the A22 with the B2124 has a poor crash record with 2 serious and 5 slight crashes recorded in the latest three year period. In addition, a fatality occurred at the junction on 24 March 2005 which is not yet included in the latest records.

3.2 As a result of the poor crash record a Local Safety Scheme has recently been implemented at the junction. This included improved signing, anti-skid surfacing and street lighting to address the high proportion of crashes occurring during the hours of darkness. In addition, a Traffic Regulation Order to restrict speeds on this section of the A22 to 50mph has been advertised and is due for implementation soon. The effects of this work will need to be closely monitored to ensure that the crash record at the junction is improving.

3.3 If the monitoring shows no significant improvement in the crash record then, in the longer term, it may be desirable to implement a more substantial scheme at the junction and traffic signals would be an appropriate solution to be considered. However, such a scheme would involve considerable expenditure and would therefore be outside the normal scope of a Local Safety Scheme. This junction is of considerable local significance and I consider that it would be worth investigating this further with a view to developing a specific bid in a future LTP submission.

3.4 Any improvement here needs to be carefully balanced to ensure that it does not increase the capacity of the junction to such an extent that the B2124 route through Ringmer and Laughton becomes an attractive alternative to the A27 trunk road for longer distance journeys.

4. Conclusion and Reason for Recommendation

4.1 The crash record at the junction is poor and a Local Safety Scheme has only recently been implemented with further improvements due to be completed soon. The effect of this work should be monitored before any additional works at the junction are considered. If monitoring shows no significant improvement in the crash record then it may be desirable to implement a more substantial scheme which would need to be the subject of a future LTP bid.

BOB WILKINS
Director of Transport and Environment

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Local Member: Councillor Garvican

BACKGROUND DOCUMENTS

File AIT/A22.