

Report to: Lead Member for Community Services

Date of meeting: 28 September 2016

By: Director of Communities, Economy and Transport

Title: Horsted Lane, Danehill – One-Way section

Purpose: To consider the petition received requesting measures to improve road safety in Horsted Lane, Danehill.

RECOMMENDATIONS: The Lead Member is recommended to;

- (1) Advise the petitioners that the concerns raised by the petitioners have been noted; and
 - (2) A reduced speed limit and traffic calming are not a priority for the County Council; and
 - (3) The Local Traffic and Safety Team will undertake measures to address the concerns as detailed under paragraph 2.4 of this report
-

1 Background Information

1.1 At the County Council meeting on 22 March 2016 Councillor Galley presented a petition of 14 signatures to the Chairman of the County Council requesting that the County Council improve road safety on the one-way section of Horsted Lane, Danehill and suggested that the following changes are made:

- *Remove the two 'Ahead only' signs (blue with white arrow) at the entrance to the one-way section of the road*
- *Put single dotted white line 'as edge of carriageway' across the entrance to the one-way section*
- *Reposition the 'no entry' signs on London Road so that they can be clearly seen by traffic approaching in both direction*
- *Install a 'no footpath for 50 yards' sign*
- *Install a '10' mph speed restriction sign*
- *Install a width restriction sign*
- *Install traffic calming bumps*

1.2 A meeting was held on 12 August with Brian Banks Team Manager Road Safety, Nick Skelton Assistant Director Communities, Councillor Chris Dowling Lead Member for Community Services and Councillor Galley to meet with the newly elected Parish Council members and two local residents. Traffic and safety concerns for Danehill were discussed, including the concerns of residents in Horsted Lane.

1.3 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate that petitions are considered by the relevant Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Community Services.

2 Supporting Information

2.1 In 2015, prior to receiving this petition, a request was received for the Horsted Lane 'spur' to be closed off to through traffic. The location of the road is shown in Appendix 1. The level of funding available to develop schemes such as this is extremely limited. As part of the County Council's third Local Transport Plan a scheme assessment process is used to help prioritise the numerous requests received for local transport improvements to help determine which schemes should be funded from the County Council's capital allocation.

2.2 The Local Traffic and Safety Team arranged for a potential scheme to make the Horsted Lane spur a no through road to be assessed to determine if it might be a priority for future consideration. The proposal did not achieve the benchmark score to enable it to be taken forward.

2.3 Following receipt of the petition the site has been re-assessed by the scheme prioritisation process for closing the road to through traffic and traffic calming measures such as 'speed bumps'. Neither scheme scored the benchmark figure required to consider the scheme further.

2.4 With regards to the petitioners proposed changes, the Local Traffic and Safety team can suggest the following:

- There is a legal requirement to provide one way signs on the entrance to any one way street. The presence of a one way street order allows the use of no entry signs at the far end of the limit. It would therefore not be possible to remove the one way signs without revoking the one way restriction. We will instruct the Highways Maintenance Team to inspect the site and ensure that the existing signs are correctly aligned and clearly visible.
- An edge of carriageway marking would not be suitable here as there is no edge of carriageway marking on the rest of the lane. On the entrance to a one way street, a single dotted white line can be laid across the junction mouth. We will arrange for such a line to be provided at this site and will investigate the possibility of hatching the junction mouth to further highlight the narrow section of road.
- Due to the lack of width at the site, it is not possible to relocate the No Entry signs in a manner that there is adequate clearance from the edge of the road. We will instruct the Highways Maintenance Team to inspect the site and ensure that the existing sign are correctly aligned and clearly visible.
- Warning signs should be used sparingly and only at locations where it is not obvious to a driver that they may be approaching a hazard. There is no footway along the rest of Horsted Lane and it would therefore be inappropriate to provide a 'Pedestrian in Road' warning sign for this location in isolation.
- The lowest permitted speed limit we are able to impose is 20mph. A speed limit would not be considered on such a short section of road. The minimum distance over which a speed limit can be considered is 600 metres, with 400 metres being reserved for exceptional circumstances. The section of Horsted Lane in question is 50 metres long.
- As the road has a narrowing that is clearly visible on entry, it is unlikely that the majority of drivers of wide vehicles would attempt to use the spur. Drivers familiar with the area may choose to use the short spur if turning north on the A275 due to the turning constraints of their vehicle. Any amendments to the current layout would need to take this into consideration before making any changes. Current advice from the Department for Transport is that anyone with concerns about the possible misrouting of vehicles by satellite navigation devices can contact the companies responsible for providing the base digital mapping information. Following previous concerns it has now been reported to Ordnance Survey that this section of road is unsuitable for large vehicles.
- The site has been assessed for a potential traffic calming scheme and failed to meet the benchmark figure for further consideration. The benchmark figure is 70, Horsted Lane received a score of 21. Danehill is not in an area identified as requiring economic regeneration and the proposals would not contribute to casualty reduction. National legislation requires that any system of vertical deflections (road humps, raised tables or speed cushions) need to be adequately lit so that they are clearly visible to approaching

drivers. It is highly unlikely that a system of street lighting would be provided at this location.

2.5 According to the latest available data from Sussex Police, there have been no crashes involving personal injury reported in the last three years in the section of road concerned and only one slight injury crash in the last ten year period which had alcohol impairment as a causation factor. With such a good crash record Horsted Lane 'spur' has not been identified as a site requiring further investigation for traffic management measures.

3 Conclusion and Reasons for Recommendations

3.1 It is recommended that the Lead Member notes the concerns raised by the petitioners and advises them of the measures that will be implemented by the Local Traffic and Safety team.

3.2 The introduction of traffic calming measures along this section of Horsted Lane has been assessed using the approved scheme prioritisation process for local transport improvements. The scheme is not of sufficient priority for possible funding through the capital programme for local transport improvements. It is therefore recommended that the Lead Member informs the petitioners that the request for traffic calming along Horsted Lane will not be taken forward at the present time.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Kelly Burr

Tel. No. 01273 482824

Emails: Kelly.burr@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Roy Galley

BACKGROUND DOCUMENTS

None