

Report to: Lead Member for Communities and Safety

Date of meeting: 22 October 2020

By: Director of Communities, Economy and Transport

Title: Safety Concerns at Tyes Cross, Sharpthorne

Purpose: To consider a petition relating to road safety measures at Tyes Cross, Sharpthorne

RECOMMENDATIONS: The Lead Member is recommended to advise petitioners that:

- (1) A 40mph speed limit on the C2 Plawhatch Lane is not a priority for East Sussex County Council at the present time;**
 - (2) The request for a safety camera does not meet the Sussex Safer Roads Partnership installation criteria; and**
 - (3) East Sussex County Council have previously implemented remedial measures at this junction and have recently carried out maintenance works in the area to improve visibility of the signs and road markings.**
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1 Background Information

1.1 At the County Council meeting on 7 July 2020, a petition was presented to the Chairman by Councillor Roy Galley from a group of residents calling on the County Council to do something urgently about the dangerous offset junction where Plawhatch Lane (C319) meets Grinstead Lane and the twittern from Chilling Street.

1.2 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 Committee. The Chairman has referred this petition to the Lead Member for Communities and Safety.

2 Supporting Information

2.1 The location at Tyes Cross is on the County border, with East Sussex County Council (ESCC) being responsible for the junction of Grinstead Lane (C401) and Plawhatch Lane (C2). West of this junction becomes the responsibility of West Sussex County Council (WSSC) including the junction of Chilling Street/Top Road, as shown on the attached location plan at Appendix A.

2.2 In 2015 following local concerns relating to the Grinstead Lane/ Plawhatch Lane junction, members of the Road Safety team met on site with officers from the WSSC Highways and Road Safety Teams. A number of small-scale remedial measures were identified. These included new retroreflective signage in place of a wooden fingerpost and the renewal of the existing road markings.

2.3 The latest crash record shows that there has only been one slight personal injury crash reported at this junction in the most recently available three-year period. A plan indicating the current crash history of the junction is included as Appendix B (note – this only indicates collisions occurring within East Sussex. However, the SSRP crash data portal does not indicate any crashes involving personal injury at the Chilling Street/Plawhatch junction in the most recent three-year period).

2.4 WSSC carried out signing improvements on the eastbound approach to Grinstead Lane approximately two years ago, and the road markings have recently been refreshed. This included adding additional 'SLOW' markings on the eastbound approach to Grinstead Lane. In addition, a new advanced 'Give Way' sign and distance plate in Chilling Street has been installed and the vegetation cut back around the existing 'Give Way' sign. Shortly, the centre lines on their side of C2 Plawhatch Lane will be refreshed.

2.5 WSSC Officers have indicated there are no current plans for any further works on the eastbound approach to the Grinstead Lane junction at this time or to install 'No Entry' signage at Chilling Street.

2.6 ESCC has recently undertaken maintenance work in the area with the junction markings on Grinstead Lane being renewed, along with cutting back of the vegetation in the vicinity of the Give Way road

sign in Grinstead Lane. In addition, the SLOW road marking in advance of the junction on Plawhatch Lane for westbound drivers has been added to their work programme. The Highway Steward has inspected the area with regards to sign cleaning and did not find any issues.

2.7 A request to reduce the speed limit at this location has been previously investigated. The C2 Plawhatch Lane is predominantly rural in nature, with most of the sparse development being set back from the road and screened by vegetation. This type of environment would not give a driver a clear indication of why a lower speed limit had been imposed and in line with national guidance and adopted Policy PS05-02 (Appendix C) the current national speed limit is considered appropriate.

2.8 At the present time, we have very limited funding available for assessing lower speed limits. The only resources currently available are from a wider road safety review that is being targeted at the 'A' and 'B' roads in the county with a killed and serious injury (KSI) crash rate above the county average. As Plawhatch Lane is a 'C' class road and does not have an identified road safety issue, this would not be a priority for us to consider at the present time.

2.9 There are very strict criteria for the introduction of speed cameras. In light of the good crash history at this location, this site would not meet the criteria set out for their installation by the Sussex Safer Roads Partnership.

3 Conclusion and Reasons for Recommendations

3.1 It is recommended that the petitioners be advised that the previously implemented remedial measures had a positive impact on the crash record at this location and recent maintenance works have been carried out within East Sussex to the lining and cutting back of vegetation around some signs.

3.2 It is also recommended that the petitioners be advised that their request for a lower speed limit on Plawhatch Lane does not meet the County Council's criteria and due to limited resources, this site would not be a priority to consider above those currently identified for investigation.

3.3 It is recommended that the petitioners be advised that their request for a speed camera does not meet the base installation criteria set by the Sussex Safer Roads Partnership due to its good crash history.

RUPERT CLUBB
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LOCAL MEMBERS

Councillor Roy Galley

BACKGROUND DOCUMENT

None