



safer roads for everyone

West Hoathly, Sharpthorne and Highbrook West Sussex

Traffic and Safety Study in West Hoathly Parish

West Hoathly Parish Council

**Final Report
November 2011**

TMS PROJECT No. 1426

Vanguard Centre, University of Warwick Science Park,
Sir William Lyons Road, Coventry CV4 7EZ

West Hoathly, Sharpthorne and Highbrook, West Sussex

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West Hoathly Parish Council

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West Hoathly, Sharpthorne and Highbrook, West Sussex

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1 Introduction

1.1 Background

TMS Consultancy has been commissioned by West Hoathly Parish Council to prepare a report and strategy plan on roads within the Parish, with regard to any aspects of design, maintenance and usage assess that may create a risk of accidents or otherwise erode the quality of life for parishioners.

One focus of the study will inevitably be the traffic situation on the C319 that runs through the two linked settlements of West Hoathly and Sharpthorne, as the issue of speed management along this stretch, and the interaction between traffic and pedestrians, is of prime concern locally. It is considered by the Parish Council that school children and elderly parishioners are particularly at risk.

TMS Consultancy previously carried out a study into speed management issues in the Parish, and completed a report with recommendations in May 2002. The report recommended that a traffic calming scheme should be implemented, largely consisting of a series of round-top road humps through the villages of Sharpthorne and West Hoathly.

In order to assist with this study, the Parish Council provided a number of documents and other information as follows:

- The Parish Futures Group - Report on Findings and Recommendations; October 2009
- A survey of vehicle movements and speeds, conducted in April 2008
- A pedestrian survey at the junction of Top Road and Church Hill; April 2010

- Various documentation relating to a Planning Application at the Garage Site opposite North Road

In addition, West Sussex County council provided basic collision data for the most recent three-year period.

TMS Consultancy is a specialist traffic management and road safety consultant with an extensive services portfolio which includes Road Safety Engineering work, Accident Investigation and Prevention, Transport Assessments, Road Safety Audits, Traffic and Highway Design, Road Safety Plans, Operational Safety and Risk Assessments, and Traffic Management and Road Safety Training

1.2 Site Description

West Hoathly Parish is in the County of West Sussex and the County Council is the Highway Authority for all the roads in the Parish. The Parish is rural in character, and comprises the villages of West Hoathly and Sharpthorne, together with the smaller hamlets of Highbrook, Selsfield and Tyes Cross.

West Hoathly is an attractive historic village on the high ground, preserved as a conservation area, and contains the village school, Parish Church and a popular pub/restaurant. Sharpthorne is more residential and commercial, with a number of local shops and other businesses. Sharpthorne originally grew and developed around a railway line, since closed, but which is now part of the renovated “Bluebell Railway”. The two villages are connected by the C319 road, which can be heavily trafficked at certain times of the day, frequently attracts high vehicle speeds, and can act as a barrier to pedestrian flow between the communities.

The C319 runs for approximately 2km through the twin communities of West Hoathly and Sharpthorne. It is subject to a 30mph speed limit which, as there is no street lighting, is by virtue of a Traffic Regulation Order. The road often attracts large commercial vehicle movements, including buses and coaches and, due to a brickworks in Sharpthorne and a stone quarry west of West Hoathly, occasional exceptional loads. This can exacerbate congestion in the area due to on-street

parking and narrow carriageway widths. It would appear that flow, speed and general usage is higher than might be expected on a road of this classification due to its position to the south of East Grinstead, and its use by vehicles travelling between the A22 Eastbourne Road and the M23 (for Crawley and Gatwick Airport and the M25). In effect, the road is frequently treated as an “East Grinstead Southern By-Pass” and, as a result, carries traffic inappropriate for its rural and residential nature.

Parking and congestion can be a problem in West Hoathly, and there is the normal high level of short term parking associated with the school. The village is also occasionally used by vehicles travelling between the C319 and the village of Ardingly, where the South of England Showground is located nearby.

Highbrook is a small rural hamlet that is in West Hoathly parish but is situated some 2.5km south of the main communities of West Hoathly and Sharpthorne on the narrow Hammingden Lane. Selsfield and Tyes Cross are also small hamlets, situated on the C319 at the western and eastern ends of the Parish respectively.

2 Site Observations and Traffic Data

2.1 C319 through West Hoathly and Sharpthorne

The C319 runs for some 2km through the twin communities of West Hoathly and Sharpthorne, and is subject to a 30mph speed limit along this length. Gateway location signs together with the requisite speed limit signs are present at outer ends of the two settlements and a minimum number of repeater signs are located in the village. Street lighting is not present in either community. The road passes by the edge of the residential part of West Hoathly, but passes through the centre of Sharpthorne. Between the two distinct built-up areas there is an undeveloped length of some 500m that runs through a wooded area but is subject to the 30mph speed limit. Due to the lack of facilities in West Hoathly, particularly the recent closure of the village shop and post office, there is a high pedestrian demand movement between the two villages, with pedestrians crossing the C319 predominately at the Church Hill / Vinols Cross junction. There is a school crossing patrol at this junction, operating in the mornings only.

In the region of 8000 vehicles per day use the C319, as it is one of the few links between the A22 and A23 corridors in this area of Sussex and is often used to avoid congestion in East Grinstead. Approximately 500 vehicles per hour travel westbound through the communities during the long morning peak period that spans several hours, and similar eastbound flows are recorded during the equally long evening peak period. These high flows serve to cause disruption to residents of the community and act as a barrier to the normal interaction of village life.

Traffic through West Hoathly and Sharpthorne regularly exceeds the posted 30mph speed limit. In January 2008, 24-hour speed and flow measurements were recorded at several locations along the C319. The 24-hour, 5-day average, results of this survey are as follows:

Location	85 th %ile Speed		Traffic Flow	
	Towards Tyes Cross	Towards Turners Hill	Towards Tyes Cross	Towards Turners Hill
1. Selsfield Road (by The Tuns)	35.9mph	38.0mph	3938	3614
2. Chapel Row west of North Lane	35.1mph	35.6mph	3938	3617
3. Top Road west of Bulldogs Bank	34.1mph	35.7mph	4121	3828
4. Top Road north of Station Road	35.0mph	34.6mph	4104	3944

The 85th %ile speed is the speed at which 85% of vehicles are travelling at or below, and is frequently used as a measure of design speed for existing roads. Until recently, the 85th %ile speed was also used in the setting of speed limits, although mean speed is now used. Clearly, for a “C” class road, passing through two villages, and with a significant pedestrian presence, this range of 85%ile speeds would normally be regarded as inappropriate and excessive.

Illustrative Photographs





2.2 The C319 junction with Church Hill (Vinols Cross)

A School Crossing Patrol operates at Vinols Cross, which is close to the position of the speed measurements taken at location No. 3. Vehicle speeds of 34.1mph and 35.7mph are generally considered too high for a site where children cross the road and, this would seem to be especially the case here as the school crossing patrol currently only operates in the morning. To put these speeds in context, if the provision of a zebra crossing was proposed at this site (for example), it would normally be rejected on safety grounds due to vehicle speeds (Reference: Local

Transport Note 1/95 - The Assessment of Pedestrian Crossings). In the recent past, the Parish Council carried out a pedestrian / vehicle count at this location, the intention being to establish a value for “ pv^2 ”, which is the traditional basic measure for justifying a controlled pedestrian crossing. Due to apparent inconsistencies (from the data provided) in the method of analysis adopted in this survey, the result is unclear, but the reported result was a value of almost twice that generally considered to justify a controlled crossing (which is a value for “ pv^2 ” of greater than 1.0×10^8).

In summary, the following circumstances exist at this location:

- ⇒ The value of pv^2 may exceed the level traditionally used to justify a controlled crossing;
- ⇒ On Zebra crossings, LTN 1/95 states “Zebra crossings should not be installed on roads with an 85th percentile speed of 35mph or above”; and
- ⇒ On signal-controlled crossings, LTN 1/95 states “Caution should be exercised where pedestrian flows are generally light or light for long periods of the day. Drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence, with dangerous consequences. The problems are accentuated as vehicle speeds increase.”

In these circumstances, the normal course of action would be the implementation of speed reducing measures.

Illustrative Photographs





2.3 The C319 junction with North Lane

The junction of the C319 with North Lane is a priority junction incorporating a right-turn ban for vehicles exiting North Lane onto the main road. It is presumed that the right-turn ban was implemented for safety reasons due to the acute angle of the side road approach (the right turn would be a difficult manoeuvre) and poor visibility to the right. However, when turning left, a driver is required to “look over the shoulder” in order to see vehicles approaching from the right. Directly opposite the junction, there is a specialist motor garage and one private dwelling – visibility to the right from this garage access is very poor, as it is restricted by a stone wall.

In the recent past, there has been a planning application to demolish this garage and dwelling, and replace them with 13 new dwellings, incorporating 28 vehicle parking spaces. The proposal includes for the re-location of the access to a point further south-east, in order to improve visibility; it appears that the existing stone wall is also to be removed and replaced, and a new footpath link is proposed.

The current status of the application is unclear, and detailed observations in the context of this report may be inappropriate. However, it would appear from site observations and the proposal drawing provided that, for the new access to operate effectively and safely, some degree of speed reduction on the C319 would be required. Ultimately, it would be important to apply design principles according to **actual** usage on the C319 rather than what would normally be expected on this type of road – site observations have demonstrated that, in this case, actual and expected usages are quite different.

Illustrative Photographs





2.4 West Hoathly Village (except for C319 Section)

As described previously, West Hoathly is an attractive historic village on the high ground of the Parish, preserved as a conservation area, and contains the village school, Parish Church and a popular pub/restaurant. Previously, there was also a Post Office/local shop but, although the Parish Council are actively seeking new owners, this is currently closed. As a result, village residents have to walk or drive to other shops, either in Sharpthorne or elsewhere.

There does not appear to be any road safety issues associated with the village. Road widths are narrow, speeds tend to be very low and, from a walking to school viewpoint, children are generally away from the carriageways once they have negotiated the crossing point at Vinols Cross. At school drop-off and pick-up times, there are a number of parked vehicles in the vicinity of the school in North Lane, but this is of short duration and does not seem to be hazardous compared with some other school environments. Experience has shown that this is not unusual in a village environment of this nature.

Occasionally, this parking can lead to access problems due to road widths and this has led to a perceived road safety issue, particularly in relation to cars parked between the school gates and Sandy Lane. It has been suggested that a painted walkway along this stretch would discourage parking and allow pedestrians to walk closer to the carriageway edge. However, there is concern that the implementation of this measure may lead to an increase in vehicle speeds and to a migration of the parking to other locations.

Illustrative Photographs



2.5 Collision History

Basic collision data supplied by West Sussex County Council for the 3-year period to 31st August 2011 shows that eight injury collisions occurred between Stonelands, to the west of West Hoathly, and the eastern end of Sharpthorne. One of these resulted in fatal injury, two resulted in serious injury, and the remaining five resulted in slight injury. It is not known how many of these collisions were speed related, but it is likely

that a number of the collisions would be related to speed. A comparison with a previous traffic study carried out by TMS Consultancy in this area, which contained some collision data for the period 1993 – 2000, implies that the long term (18 years) collision history for this length of the C319 has remained constant, at just under three (2.7-2.9) collisions per year average and a severity ratio (that is, the percentage of killed or seriously injured casualties) of around a third (33%).

Further west, there were eight recorded injury collisions near the junction with the B2028 Ardingly Road. However, these may be related to a well-known problem locally of eastbound vehicles turning into the C319 with the vehicle indicator still signaling for the left-turn. This often leads to the driver of a vehicle emerging from Vowels Lane believing the eastbound vehicle is turning left into Vowels Lane, and then pulling out into the path of that vehicle. Signs have been erected recently to warn eastbound drivers of this problem and, it is presumed, the County Council will continue to monitor the effectiveness of these signs.

Anecdotally, there have been numerous damage-only collisions along the C319, including rear-end shunts and loss of control collisions with hedges, fences and dwellings.

2.6 Highbrook

Highbrook is a small rural hamlet situated 2.5km south of West Hoathly, on the narrow Hammingden Lane. The residents of this hamlet are concerned about a morning and evening peak flow of traffic that uses the lane to travel to and from other communities to the south of West Hoathly. It is accepted that the road is relatively quiet at other occasions. No vehicle speed or traffic flow data has been made available for Hammingden Lane, and the collision history for the 3-year period to 31st August 2011 does not contain any injury collisions along Hammingden Lane.

Illustrative Photographs



3 Safety Problems Identified

3.1 Vehicle Speeds and Traffic Flow on the C319

It is clear from the combination of speed data, collision data, anecdotal evidence locally and site observations, that the main safety issue in the Parish is the speed of vehicles travelling through the Parish on the C319. It is acknowledged that traffic flow is also a problem, particularly with respect to pedestrians wishing to move between the two communities of West Hoathly and Sharpthorne. However, the reasons for higher than normal flows in this type of environment are likely to be many and varied, and the Parish Council's ability to influence traffic will inevitably be limited.

Specific problems in the Parish relating to vehicle speeds on the C319 include:

- ⇒ Difficulties for pedestrians crossing the road within Sharpthorne village
- ⇒ Difficulties for pedestrians crossing the road between West Hoathly and Sharpthorne villages
- ⇒ The potential for vehicle / vehicle collisions, either in the form of shunt type collisions or pull-out type collisions at junctions (for example, Horsted Lane) in Sharpthorne
- ⇒ The potential for loss of control collisions on bends, particularly on Selsfield Road and Chapel Row
- ⇒ Hazards to cyclists travelling along the C319

3.2 C319 junction with Church Hill (Vinols Cross)

This is the main pedestrian crossing desire line for pedestrians walking between the two communities of West Hoathly and Sharpthorne. As there is no footway on the south side of Top Road, east of the junction, pedestrians must cross here to avoid walking in the carriageway. It is also the site of the school crossing patrol.

Specific problems are lack of footway space to accommodate waiting pedestrians, poor visibility caused by overgrown trees and hedges, the approach speed of vehicles, and the variety of different vehicle movements due to the existence of Highbrook Lane. The narrowness of the footway heading east towards Sharpthorne

is also problematic as it leads to intimidation of pedestrians by passing traffic, especially by large vehicles.

3.3 C319 junction with North Lane

This junction appears to operate effectively in a general sense; the right-turn ban is likely to have had a positive effect on accident causation. However, the collision data indicates that one slight injury collision occurred in the most recent 3-year period, and the difficulty in looking to the right for a driver, particularly if approaching vehicle speeds are high, is a continuing collision potential.

In addition, the existence of the garage opposite, with its very poor visibility envelope, could lead to collisions between emerging vehicles and south-eastbound vehicles. It is understood that, currently, garage operatives tend to guide drivers out of the garage access by standing in the verge opposite where visibility is better. There is also a mirror located in the verge opposite. Whilst these operational measures may be pragmatic and effective, they are unlikely to be sustainable in the long term as circumstances change, nor could they continue if the garage site became a residential development.

4 Other Issues

There are a number of other issues of concern to parishioners in the Parish of West Hoathly. These are as follows:

- ⇒ It is considered that there are too many traffic signs throughout the area
- ⇒ There is general concern over on-street parking, and a number of parishioners consider that additional parking restrictions are required
- ⇒ It is considered that congestion in West Hoathly village would be eased if the bus route was diverted along The Hollow and Chapel Row, with the provision of a bus stop in Chapel Row
- ⇒ A large proportion of villagers would support a vehicle weight restriction (except for access) along the C319 through the Parish

5 Proposals

5.1 Possible Constraints

The Parish Council has indicated previously that the wish of the community was not to “urbanise” the two built-up areas of the village, especially through the use of large scale street lighting to conventional Highway Authority standards and excessive signing – it is understood that this remains the case.

In addition, it appears that residents and parishioners remain unhappy with the failure of previous attempts to control traffic speeds, although several do acknowledge that the rumble strips and vehicle-activated signs have had some positive effect. However, whilst a proven approach to treating the type of speed and collision problems along the C319 would be to implement a conventional traffic calming scheme involving either vertical deflections (road humps, speed tables, speed cushions) or horizontal deflections (chicanes, single track narrowings with shuttle working, pinch points), the use of these measures would be quite costly, and would involve some lighting and additional signs. It is therefore considered that this type of scheme is unlikely to fulfil parishioners aspirations and, more importantly perhaps, is unlikely to be implemented as a result of funding limitations.

For the record, such a scheme would achieve the speed reduction benefits needed in the Parish, but would consist of the following:

- A form of “gateway” at each end of the residential area, operating on the principal of traffic entering the community having to give way to vehicles exiting the built-up area. It is likely that these would be located at a point on Selsfield Road near Whitestone House, and at a point to the east of Grinstead Lane.
- Flat top road humps situated at strategic locations that coincide with pedestrian crossing desire lines. These would serve the dual-purpose of improving pedestrian crossing facilities and reducing speeds. They would need to have a 6m long plateau to accommodate public transport vehicles. Some examples of where these could be located are near Sharpthorne Church Hall, near the Station Road junction, opposite “Cost Cutter”, at Church Hill junction, and near West Hoathly Free Church.

- On longer lengths where there is no pedestrian demand, and therefore an extended gap between these raised crossing points, additional speed reducing features would be necessary to maintain the lower speeds.
- Extensive street lighting would be required throughout the “treated” length

5.2 West Hoathly and Sharpthorne

Due to the inherent difficulties in implementing a speed reduction scheme similar to that described above, this study has sought an alternative that may be more in keeping with the nature of the area and the two communities, that more accurately reflects local aspirations, and that appropriately reflects budgetary constraints.

In investigating alternatives, reference is made to several village improvement schemes where white lining and signing has been removed, different coloured road surfacings applied, with a less controlled road environment, all with the intention of creating the impression that this is a different environment, where village life and village activity is taking place. Fundamentally, these types of initiatives consist of, from the driver’s viewpoint, passing through a visual “gateway”, vertical in nature, including a relevant image and “20mph signs”, beyond which is a different coloured surface from kerb-kerb and no white lining.

The intended effect is that the driver’s certainty of their own road space and confidence in priority (all created in part by the white lining) is removed, creating more caution psychologically and, therefore, lower speed. One aspect of this is often that people who work and live in the area are free to park where they need to, as their activity should have a higher priority than that of through traffic. Also, where there are no centre-lines, drivers are more wary of oncoming vehicles, which can result in a tendency to drive slower.

A previous study, carried out by Wiltshire County Council, into the effect of removing the centre line from the carriageway found that the hypothesis that “the removal of the centre line encourages drivers travelling in opposite directions to adopt inappropriate speeds for the conditions” was false. The study found that the opposite effect was observed, such that in the absence of the centre line, drivers:

- Reduce their speed when they are close to oncoming vehicles
- When they are close to oncoming vehicles, they travel marginally slower than drivers on a road with a centre line
- The study showed quite clearly that there are safety advantages to be gained by removing centre lines in 30mph zones. In addition, reducing the effective carriageway width by the addition of cycle lanes does not increase the risk of conflicts for drivers or cyclists.

Examples of this type of scheme are as follows:

A361 Seend, Wiltshire



A32 West Meon, Hampshire - Before



A32 West Meon, Hampshire - After





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Another example of this type of initiative is at Latton, in Wiltshire, and this is often quoted by English Heritage as a representative Case Study. The aim of the scheme was to reduce traffic speeds in order to improve the perception of safety throughout the village, and it included the removal of centre lines, providing stone gateways where speed limits reduced from 40mph to 30mph, creating build-outs with planting, and improving pedestrian crossings by using buff coloured carriageway surfacing. Resulting vehicle speeds fell by around 8mph and the study concluded that removal of the centre white line can increase the perceived need for drivers to take greater care and reduce speed.

It is proposed that a scheme of this type is implemented along the C319 through the main section of the Parish, between a suitable point on Selsfield Road in the west, to the point of the current Sharpthorne village nameplate in the east. At each end a “gateway” feature could be sensitively designed to reflect the nature of the Parish and its environment and, beyond the gateway features, the road environment changed accordingly to minimise the appearance of a “road” and enhance the appearance of a village. At the eastern end, a footway could also be provided on the north side of the road between the end of the existing footway and the new gateway at the east end of Sharpthorne. As a minimum, all centre lines and carriageway edge lines should be removed. In the future, it is anticipated that the C319 will be included in the West Sussex County Council surface dressing programme and, when this occurs, the County Council should be encouraged to use a different coloured aggregate within the area bounded by the gateway signs.

The overall objective is to introduce a different visual appearance to the road through these communities where the drivers of “through traffic” vehicles are more aware of the environment they are passing through and adjust their driving behaviour accordingly. It is acknowledged that some careful design will be required, particularly in the Sharpthorne village section, and that the Parish Council may need to wait until the Council’s surface dressing programme includes the C319. Nevertheless, it is proposed that this type of scheme should be the medium term aim for the Parish and, if the timing of routine maintenance work by the County Council is favourable, it should not attract a high budgetary cost.

If this work was carried out separately to the Council's routine maintenance programme, it is estimated the cost would be in the region of £25,000 - £30,000.

In conjunction with this initiative, a sign de-cluttering exercise can be undertaken, and the results presented to the Highway Authority in the form of a request that signs identified as unnecessary are removed.

At the same time, a dialogue with the Highway Authority could be entered into to explore the possibility of implementing a weight restriction Traffic Regulation Order (TRO) through the twin villages. However, there can be practical difficulties with this type of TRO, which are set out in Appendix A (3).

It is estimated that a sign de-cluttering study for the whole Parish would cost in the region of £2,000, with additional costs for the removal of signs depending on the survey results.

As a prelude to this exercise, a number of signs at the Selsfield Road / North Lane junction could be removed or relocated. These are:

- ⇒ The "No Right-Turn" sign could be relocated to a position either on the nearside footway in North Road, or to a point opposite the junction
- ⇒ Both "30mph" repeater signs can be relocated elsewhere whilst maintaining appropriate spacings for enforcement of the speed limit
- ⇒ The mirror used by drivers turning left out of the garage site should be removed – currently, these mirrors require Secretary of State approval, and it is unclear if this mirror has been approved

Additionally, if the Parish Council wish, the brown tourist direction sign to the Priest House could be removed. It is presumed that there is no desire to remove the traditional "finger-post" distance sign or the village sign.

5.3 C319 junction with Church Hill (Vinols Cross)

The operating conditions for the School Crossing Patrol, which operates at Vinols Cross could be improved. Adjustments to the kerb-lines could be designed to provide additional standing space for the patrol and the children within the existing highway boundary. Careful design would be required due to the movements of vehicles exiting Highbrook Lane intending to proceed westbound on the C319. However, this should be achievable, the aim being to avoid crossing pedestrians having to stand in the junction carriageway area in order to see vehicles approaching from the west.

In addition, substantial cutting back of overgrown trees and hedges should be carried out, both at the junction and adjacent to the footway that continues towards Sharpthorne village. This would assist, not only with the problem of poor visibility, but also with the identified problem of intimidation of pedestrians by passing traffic.

These overall adjustments at this junction should also allow the removal of the short length of pedestrian guardrail on the south side, which is not in keeping with a village environment.

It is estimated that safety improvements to the junction may cost in the region of £5,000 - £10,000, depending on their extent.

5.4 C319 junction with North Lane

This junction could be the subject of a future re-development of the existing garage site, and so medium – long term alterations of the junction should be designed either in the context of any changes associated with the development or, if the current application lapses, kerb alterations to the existing layout should be investigated with a view to adjusting the acute angle of the side road approach and consequently improving visibility to the right.

In the meantime, the provision of a westbound bus stop on Chapel Row would dovetail well with the principles proposed in Section 5.2 above, and would help support local desires for diversion of the bus route away from West Hoathly village.

5.5 Highbrook

It is understood that the length of Hammingden Lane has previously been proposed for the West Sussex County Council Quiet Lanes Project, which is linked to national initiatives co-ordinated by the Countryside Agency, but that little progress has been made in making this a reality. It is suggested that the Parish Council resurrect this proposal with the Highway Authority, with a view to establishing reasons for lack of progress and whether there is any action the Parish Council can take to assist in furthering this idea.

APPENDIX A

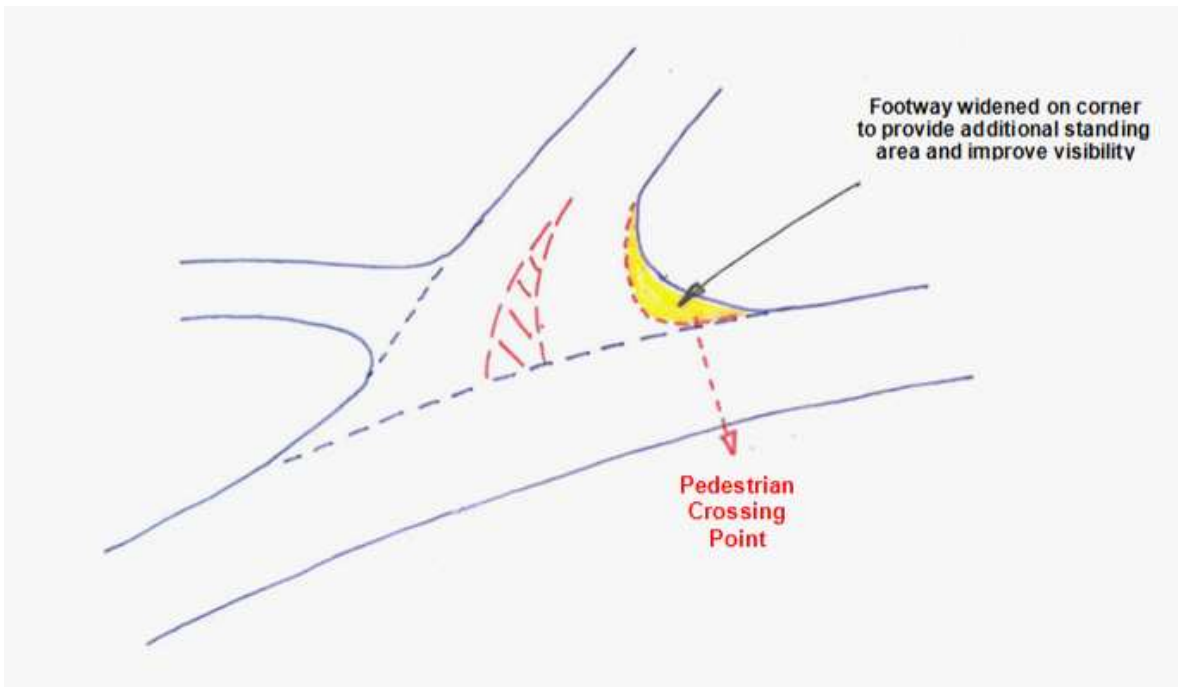
POST-REPORT RESPONSE TO SPECIFIC QUERIES AND QUESTIONS

At the Parish Council Highways and Transport Committee meeting and 14th November 2011, and the Full Parish Council meeting on 28th November 2011, a draft of this Report was considered, and a number of queries were raised. It was requested that responses to these queries are added to the report in an Appendix.

The responses are provided below.

1. Suggested improvements at the junction of Church Hill / Top Road (Vinols Cross)

This relates to Section 5.3 in the report, and the suggestions made are illustrated in the sketch below:



The Parish Council also enquired into the possibility of the provision of a mini-roundabout at this junction. It is considered that, in the absence of a detailed design (which may highlight additional design problems), the following issues are likely to be problematic:

- ⇒ Controlling approach speeds would be difficult, particularly for vehicles heading towards Sharpthorne. Normally, a mini-roundabout would have some nearside deflection to slow vehicles down (quite often this would be a kerb build-out on the nearside, with the roundabout sign erected on it). There is likely to be insufficient road space for this, which could lead to vehicles entering the roundabout too fast.
- ⇒ As the give-way lines at mini-roundabouts are set back some distance, there could be visibility problems.
- ⇒ Generally, mini-roundabouts are not pedestrian friendly and, frequently, hazardous for cyclists.
- ⇒ At this site, it is considered that pedestrians need more footway areas, whereas a mini-roundabout would provide less footway space.
- ⇒ It is unclear how vehicles entering / exiting Highbrook Lane could be accommodated with a mini-roundabout. It could be necessary to close this. Alternatively, if Highbrook Lane was brought into the roundabout directly, it would then be a four-arm mini-roundabout. Four-arm mini-roundabouts have a reputation for poor collision rates, particularly those where the four arms are not evenly spaced around the rotary area.

Generally, mini-roundabouts are used at junctions where there are problems with vehicles exiting a side road, and the provision of a roundabout allows those vehicles to give way to the right only, thereby balancing up flows around the junction and reducing side road queuing. When this situation exists and a mini-roundabout is used to solve the queuing problem, it is often at the expense of pedestrian safety, which can be compromised. In this case, the problem is the other way round, in that there is already a pedestrian problem at the junction rather than a queuing problem.

2. Levels of Street Lighting that may be Required for a Traffic Calming Scheme

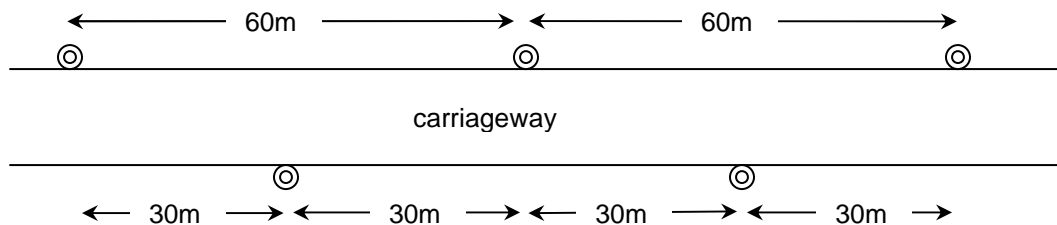
This relates to Section 5.1 in the report, which sets out a list of features required for an effective traffic calming scheme, one of which was street lighting. The following is an extract from the Road Hump Regulations 1999, which sets out street lighting requirements for road hump schemes.

Lighting of road humps

5. Subject to regulation 7 no road hump shall be constructed in any highway unless in that highway there is lighting for that road hump which is—
- (a) a system of street lighting furnished by at least three lamps lit by electricity and placed so that not more than 38 metres separate any of the lamps from the next one to it; or,
 - (b) a system of street lighting complying with the British Standard for Road Lighting published by the British Standards Institution under number BS 5489 or with an equivalent standard or code of practice published by a national standards body or equivalent body of any EEA State before 28th April 1999; or,
 - (c) lighting specially provided for the road hump.

[NOTE: Regulation 7 says that Regulation 5 does not apply in a 20mph zone]

Generally, the rule-of-thumb for lighting to the British Standard is lighting columns at 30m intervals, preferably on alternate sides of the road, as below.



Crossings and gateways do not need to be lit but, in the context of the above regulations, they would be anyway.

3. The Practicalities of an HGV Ban along the C319

It may be possible to implement a ban on heavy goods vehicles using the C319 through the Parish area. However, there are a number of pertinent issues, as follows:

- (a) Under the Road Traffic Regulation Act 1984, a Traffic Regulation Order (TRO) can be made outside London for a number of reasons, as follows:
- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - for preventing damage to the road or to any building on or near the road, or
 - for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - for preserving or improving the amenities of the area through which the road runs.

Although it could be argued that some of these reasons exist in the Parish, a TRO can only be made when the reason to impose the restriction outweighs presumptive rights of access for all road users. As a result, such a ban may not be supported by the County Council or the Police in this case.

- (b) When such a ban is introduced, it often leads to high expectations, locally, that it will remove all vehicles of a certain type at all times of the day. Experience is that, due to widespread abuse, these expectations are often not realised, leading to local disappointment and disillusionment with the process.
- (c) There are local businesses and commercial operations that generate vehicle movements that would be banned. This can be overcome in theory by creating a Traffic Regulation Order banning certain vehicles "Except for Access". However, the practical difficulties of enforcing this type of ban are significant. One key difficulty lies in the meaning of "except for access" – drivers frequently claim they were unaware that the sign applied to them, which is difficult for any enforcement officer to counteract.
- (d) The ban would have to be applied on an area-wide basis, to attempt to ensure that a vehicle subject to the ban was informed of it at the correct location. In this case, for example, the ban would need to be applied at roads leading to the C319 from origins such as Kingscote Station, Horsted Keynes, and several junctions along the B2028.

4. “Access Protection Line” between Sandy Lane and the Primary School, West Hoathly

The Parish Council have pointed out that two different County Council Highways Engineers have provided contradictory views on the painting of an “Access Protection Line” between Sandy Lane and the Primary School, in West Hoathly village. The Parish Council recognises that such a line would have no legal status but consider that it may dissuade some people from parking at this location. One County Council Engineer suggested this as an option for the village, and a different Engineer said it could not be done. The TMS view is that the former of these two Engineers is correct in the sense that a white line, solid or otherwise, can be applied in this way and comply with road marking regulations.

However, as set out in Section 2.4 of this Report, this would create concern that vehicle speeds may increase, pedestrians may be walking along a stretch of two-way traffic rather than a single lane, and that parking may migrate elsewhere causing new problems. This type of measure can also be visually intrusive in a village environment and be “at odds” with a general wish to de-clutter the street scene.

5. Additional Reference Material for Village Improvements

Since the preparation and completion of this Report, a new reference document has been published which is very relevant to the development of village improvements, and it is considered that the Parish Council may find this useful as a reference document in the future. The document is “Traffic in Villages – Safety and Civility for Rural Roads”, and has been produced by Dorset AONB and Hamilton-Baillie Associates. It can be downloaded via <http://www.dorsetaonb.org.uk/our-work/rural-roads/traffic-in-villages-toolkit.html>. It has been produced in the form of a toolkit for communities to use in addressing local traffic issues.

Whilst the document contains a number of principles and techniques that are included in this Report, it is nevertheless unfortunate that this Report pre-dated publication of “Traffic in Villages”, as further reference would have been made to it by the TMS Team, had it been available. The Parish Council may also have found a document such as this useful in completion of the Report by The Parish Futures Group.